

**MEETING AGENDA
July 15, 2024**

**Ed "Bosh" Froehlich Meeting
Room**

Mandan City Hall

10:00 AM

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 or streaming live and archived online at FreeTv.org. Agenda items can be found online at MPO Technical Advisory Committee.

AGENDA

1. Approval of Meeting Minutes
ACTION ITEM: Page 3
2. 2024-2027 Transportation Improvement Program (TIP) Amendments - Stephen Larson, MPO
PUBLIC HEARING, ACTION ITEM:
Exhibit A, Page 7
Exhibit B, Page 9
3. 2025-2028 Draft TIP - Stephen Larson, MPO
PUBLIC HEARING, ACTION ITEM:
Exhibit C, Page 11
4. 2024 Pavement Conditions Collection & Analysis - Rachel Lukaszewski, MPO
ACTION ITEM: Consultant Approval
(QBS Notice of Process & Letter To Be Provided)
5. Arrive 2050 Metropolitan Transportation Plan (MTP) - Jason Carbee, HDR
Exhibit D, Page 71

6. Safe Routes to Services/Complete Streets Study - Blue Weber, Bolton & Menk Exhibit E, Page 73
7. 2024-2027 TIP Administrative Modifications - Stephen Larson, MPO Exhibit F, Page 75
8. Roadway Projects - All Jurisdictions
9. Other Business
10. Adjourn

The next scheduled TAC meeting is on 8/19/2024. 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 <https://www.bismarcknd.gov/DocumentCenter/View/44505/Request-for-Reasonable-Accommodations-or-LEP-Language-Assistance-Form--Instructions> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
Arrive 2050 MTP (MPO Wide)	71	3/31/2025
Safe Routes to Services Study (Bismarck/Mandan)	49	12/31/2024

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	TAZ: Traffic Analysis Zone
FHWA: Federal Highway Administration	TDMSE: Travel Demand Model & Socioeconomic Data
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
JUNE 17, 2024**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met June 17, 2024, 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, Marcus Hall for Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Jarek Wigness, Greg Feser, Dean Schloss, Wayne Zacher, and Rachel Lukaszewski. Members absent were Mitch Flanagan and Natalie Pierce. The Freight Industry Representative membership is vacant.

Others present or participating via Zoom were Stephen Larson, Paulette Jacobsen, and Kim Riepl, Bismarck-Mandan MPO; Jason Carbee, HDR; Susan Dingle, Citizen; Kristen Sperry, Federal Highway Administration (FHWA); and Blue Weber, Bolton & Menk.

MINUTES

Chair Lukaszewski called for consideration of the minutes from May 20, 2024.

MOTION: Mr. Ehreth made a motion to approve the minutes as presented. Ms. Hughes seconded the motion and with Ben Ehreth, Marcus Hall, Deidre Hughes, John Saiki, Andrew Stromme, Jarek Wigness, Greg Feser, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the minutes were approved.

Note: Gabe Schell joined the meeting after the approval of the minutes.

MPO DRAFT 2024 FUNCTIONAL CLASS UPDATE

Ms. Lukaszewski presented. She explained with each Decennial Census, the MPO updates its Urbanized Area Boundary (UZA) in conjunction with the local partners, North Dakota Department of Transportation (NDDOT), and the Federal Highway Administration (FHWA). Updates to the functionally classified roadway network normally follow the UZA update. The functional class system is made up of roadways, typically arterials and collectors (but also including the interstate) that are designated as important roadways for traffic movement within the MPO region. Functionally classified roadways are eligible for federal and NDDOT grant funding. Ms. Lukaszewski referred to a link in the packet to a map showing the MPO's proposed functional class changes. All changes are considered a draft until approved by NDDOT.

Exhibit A shows a list of the requested changes line by line. There are a total of 44. Most of these requests are additions to the functional class system, changing local roads into collector roads. Another major change is the addition of frontage roads. NDDOT requested the MPO to consider functionally classifying frontage roads alongside state highways. There are several of these roads in Bismarck. Ms. Lukaszewski believes they used to be functionally classified but were removed when federal guidance changed. If they are now added back onto

the network, they would be eligible for federal grant funding and upgrades when highway projects are being performed.

Ms. Lukaszewski noted three collectors are being changed to local roads, due to changes in the alignment of the roadways rendering the collector designation unnecessary. She also noted the second page of Exhibit A. The MPO's UZA was recently updated and made smaller in some areas, meaning some small segments of the urban functional class system are being recommended to move to the rural system. Page 2 shows these potential changes and the MPO's recommendations, which NDDOT, Burleigh County, and Morton County will be considering in the future. The Functional Class Update takes place every ten years, but jurisdictions who might need to make changes to the system before then can always approach the MPO for assistance.

Ms. Lukaszewski thanked TAC members for their assistance with the project. If approved by TAC and Policy Board, the changes will be sent to NDDOT for their review. The MPO will also be seeking approval of the changes from all five of its jurisdictional boards over the course of this month.

Mr. Stromme pointed out a slight adjustment needed to the North Mandan area. Baretta Street is currently shown as being constructed between Sunset Drive and Hwy 1806, but it will be in alignment between 12th Avenue and 1806. Ms. Lukaszewski indicated she will follow up with Mr. Stromme on this change.

Mr. Hall asked if what is being approved in this update is the changes on the first page, and not the second page. Ms. Lukaszewski confirmed this is correct.

Mr. Ehreth said FHWA has guidance on what percentage of the Functional Class System should be arterial and what should be collector. He asked if these changes are in line with those recommendations. Ms. Lukaszewski confirmed the changes are within federal percentage recommendations.

MOTION: Mr. Stromme made a motion to recommend approval of the Draft 2024 Functional Class Update, with his requested alteration included. Mr. Schell seconded the motion and with Ben Ehreth, Marcus Hall, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Jarek Wigness, Greg Feser, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the motion was approved.

MPO BICYCLE FRIENDLY COMMUNITY DESIGNATION RENEWAL

Ms. Riepl presented. The League of American Bicyclists is a national organization dedicated to promoting bicycle education and safe bicycling opportunities. In 2016, the league awarded the MPO the designation of a bicycle-friendly community on behalf of the cities of Lincoln, Mandan, and Bismarck. The national recognition as a bicycle-friendly community is important to the MPO area because research shows that bike-friendly improvements boost the economy in several ways, including increasing retail activity, attracting top talent, improving property values (with the inclusion of bikeways), and reducing healthcare costs (by improving the health of residents in the community). The bicycle-friendly designation expires after four years, so after that period the applicant is required to apply for renewal of the designation. The MPO last applied in 2020 and is in the process of completing an application for 2024. The submittal deadline is June 25. There are approximately twenty people from various roles throughout the community contributing to the renewal application, and Ms. Riepl hopes to be able to finalize the application before the deadline.

The current bicycle-friendly community designation was awarded at a bronze status. MPO staff is hopeful to attain a silver level this time around with the improvements made to the bicycle network and bicycle education in the MPO area over the past few years. There is no financial liability to the MPO or its jurisdictions involved with either designation. MPO staff is requesting approval to submit a renewal application to the League of American Bicyclists if the application is ready to submit by June 25.

MOTION: Ms. Hughes made a motion to recommend approval to submit a Bicycle Friendly Community Designation Renewal Application as presented. Mr. Stromme seconded the motion and with Ben Ehreth, Marcus Hall, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Jarek Wigness, Greg Feser, Dean Schloss, Wayne Zacher, and Chair Lukaszewski voting in favor, the motion was approved.

ARRIVE 2050 MTP

Mr. Carbee provided an update for HDR. They are working towards a public open house on July 3 at Art in the Park in Mandan. They will provide information on how the plan is progressing and how the public can stay engaged. There will be an activity at the open house for people to weigh in on strategies and groups of potential future projects for the MPO area. They are reviewing some alternative model runs from ATAC, these will help shed light on the tradeoffs between the various roadway projects being considered. SRF is working on a pavement needs analysis, and HDR will be putting out a funding assessment memo and a potential project prioritization for the Steering Committee to review at their July 10 meeting.

SAFE ROUTES TO SERVICES/COMPLETE STREETS STUDY

Mr. Weber provided an update for Bolton & Menk. They held a pop-up event at Ministry on the Margins about two weeks ago. He said going back to the people they have been talking to so far and confirming that they have been hearing them correctly helps guide the study process. They want to create sustainable long-term plans to help address the transportation issues they are uncovering. They will hold their first open house June 18 from 4 p.m. to 6 p.m. at the Dream Center in Bismarck. They will show the data and information they have gathered and some of the feedback they have been receiving and then ask questions as the study moves into its second phase. They will share some of the hot spots they have identified at the open house and will also share them with the Steering Committee at their next meeting. They intend to take Steering Committee members to those hot spots to evaluate them in person and start coming up with solutions to the problems identified in those areas.

Mr. Ehreth asked if the open house tomorrow will have a formal presentation. Mr. Weber said it will not have a formal presentation, it will be a complete open house, with some informational boards on display.

2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP) MODIFICATION

Ms. Lukaszewski presented on Exhibit D for informational purposes. This modification was processed on May 14 and moves \$2,500 from the MPO's Training and Travel budget (Task 102) to its Transportation Studies and Data Acquisitions budget (Task 204). The MPO has a three-year contract with the Advanced Traffic Analysis Center (ATAC) and pays an annual \$10,000 fee to ATAC for the modeling services it performs for the MPO. The MPO's current ATAC contract is set to expire in September. The contract has run from October to September

for a while. With the next three-year contract, however, the MPO and ATAC will be moving to a calendar year cycle. That means the last quarter of 2024, while it will be included in the new contract, will need to be paid separately from the rest. This modification provides the MPO with the \$2,500 needed to cover the ATAC fee for that period. MPO staff will bring the ATAC contract to TAC and Policy Board later this year.

Mr. Zacher suggested changing the description in the modification document. He said the use of the term overages in the document is misleading, since the modification is just addressing a shift in the ATAC contract term, not an increase in the cost of the contract. Ms. Lukaszewski indicated she can make this change.

ROADWAY PROJECTS

Burleigh County and the City of Lincoln had no updates.

Mr. Saiki gave an update for Morton County. He said they are planning a mill and overlay on County Road 139 west of Old Red Trail; it will be going out for bids in August.

Mr. Wigness provided a Mandan update. He said their 8th Avenue NW project by the new high school site is underway. It is closed to thru traffic, so people will have to use 27th Street NW, Sunset Drive, and Highway 1806 to get around the project.

Mr. Schell provided a Bismarck update. Their South Washington Street project from Burleigh Avenue north to the south drainage ditch will continue throughout the summer. Traffic is allowed to flow southbound only. The other federally funded Bismarck project is a Tyler Parkway Trail Project from Cogburn Road to Ash Coulee Drive. Pipes and drainage structures are being put in on this project to prepare for the trail's construction.

Mr. Schloss gave an NDDOT update. The east half of 7th Street has been finished so the project is now working on the west half, doing milling and repairs. On 9th Street they are finishing up ADA ramps and curb and gutter work. Work continues on Exit 161 and on the Grant Marsh bridge. He also mentioned a bike path that will be constructed between 43rd Avenue and Calgary Avenue, but the project has not started yet.

OTHER BUSINESS

TAC and Policy Board Meeting Location

TAC and Policy Board will be meeting in Mandan from July until December.

ADJOURNMENT

There being no further business, the meeting was adjourned at 10:31 a.m., with the next scheduled meeting to take place on July 15, 2024, at 10:00 a.m. in the Ed "Bosh" Froehlich Meeting Room in Mandan City Hall, 205 2nd Ave NW, Mandan.

Respectfully Submitted,

Stephen Larson
Recording Secretary

APPROVED:

Rachel Lukaszewski, Chair

Bismarck-Mandan MPO

TIP 2024-2027 Amendment

Project Year(s) 2024

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	24.6.25	\$248,641	\$58,589	\$0	\$307,230	NH

Project Description:

This amendment is for a statewide project to calibrate Weigh in Motion sites (there are 12 locations overall). One of the WIM locations is within the MPO area, an Apple Creek I-94 eastbound site at mile marker 165. The costs of the project have not been prorated for the MPO area. The PCN is 24280.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:

This project is consistent with the Arrive 2045 MTP, specifically with 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
NDDOT	24.6.26	\$944,820	\$0	\$0	\$944,820	SU

Project Description:

This amendment is to add a project to the TIP for a bituminous pavement overlay on County Road 139A from ND 25 2.02 miles east into Mandan. The project is anticipated to be entirely federally funded, and it has two PCN numbers, 24400 and 24420.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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

 Bismarck-Mandan MPO Policy Board Chair

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FY 2025-2028

TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT

RESOLUTION

WHEREAS, the U.S. Department of Transportation requires the development and annual updating of a Transportation Improvement Program (TIP) for each urbanized area under the direction of a Metropolitan Planning Organization (MPO); and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization has been designated as the policy body with responsibility for performing urban transportation planning reviews; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization under 23 CFR 450.336, certifies that its planning process complies with requirements such as: non-discrimination on the basis of sex, color, creed, disablement, age or national origin; and compliance with Section 174 and 176 (c) and (d) of the Clean Air Act; and

WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization under 23 CFR 450.336 and the requirements of the Federal-Aid Planning Process, certifies that its planning process complies with requirements for involvement of minority business enterprises; involvement of the appropriate public and private transportation providers; elderly and disabled utilization of transportation services and facilities; consultation with officials responsible for other types of planning activities; and

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 2024 through 2027.

BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization certifies that the requirements of 23 CFR 450.336 and the IIJA Act (Pub. L. 117-58) are met.

Dated this ____ day of _____, 2024

Chair
Bismarck-Mandan
Metropolitan Planning Organization

Date

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TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The Transportation Improvement Program (TIP) for the Bismarck-Mandan Planning Area shows the significant transportation system improvements to be implemented during the next four years. The 2025-2028 TIP is prepared as a requirement of the Federal-aid planning process.

The requirements of 23 CFR 450.326 stipulate each MPO must develop a TIP and project selection must be performed in cooperation with MPOs. Similarly, the local TIP must be developed in cooperation with the State. While federal regulations require this document be updated every four years, the Bismarck-Mandan MPO updates the TIP annually. The duration of the TIP is four federal fiscal years. In order to remain consistent with these requirements, projects programmed for 2025 are considered the Annual Element and are priority 1. Program Years 2026 and 2027 and 2028 are designated as future year projects and are priority 2, 3, and priority 4 respectively.

The projects which comprise the TIP were developed, studied, and evaluated as part of the Metropolitan "3C" Transportation Planning Processes which has been established in the Bismarck-Mandan Planning Area. The TIP may be modified at any time consistent with the procedures established for its development and consistent with the appropriate sub-plan or element of the Transportation Plan.

The projects selected for inclusion in the TIP are based upon MPO review, local prioritization and funding factors, NDDOT prioritization and funding considerations, as well as consistency with the 2020-2045 Metropolitan Transportation Plan, as determined by the MPO. Figure 1 shows a flowchart of the typical schedule of development for the TIP.

It is intended that the 2025-2028 TIP is compliant with the requirements of the Infrastructure Investment and Jobs Act (IIJA) and regulations. The following three paragraphs discuss efforts undertaken to incorporate a variety of federal initiatives into the planning process, namely, Complete Streets, Public Involvement, and the use of Data in Transportation Planning.

The MPO will work cooperatively with FHWA, FTA, and NDDOT, as well as its local jurisdictions, to ensure complete streets concepts are incorporated into its planning projects. Complete streets refer to the development of streets and transportation networks that prioritize the safety, comfort, and access to destinations for all transportation users, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. Each complete street is unique and developed to best serve its community context. The TIP includes projects with complete streets elements. Additionally, MPO expenses will be monitored to ensure at least 2.5% of its overall federal funding is directed towards complete streets analysis and/or planning, as per federal guidelines.

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The MPO has made efforts to increase meaningful public involvement in the transportation planning process. These efforts have included making public meetings available

virtually, encouraging MPO consultants to utilize virtual tools and illustrations to educate and communicate with the public, and continually updating its online platforms. The MPO continues to use traditional outreach tools to ensure public participation from those without access to computers and mobile devices can engage in the public participation process.

The MPO strives to share and manage data in an efficient and equitable manner throughout the transportation planning process. A major goal of the MPO is to gather relevant transportation data for local, state, and federal partners, as well as the public. The MPO actively collects pavement conditions data, traffic turning movement counts, orthophotography and lidar, and socio-economic and demographic data for the MPO area. The MPO also draws upon the outcomes of past studies and projects in order improve its policy and decision-making.

23 U.S.C. Sec. 134 indicates that projects in the MPO area which are funded with federal assistance must be included in a Transportation Improvement Program (TIP) and approved by the Metropolitan Planning Organization (MPO).

MPO staff worked with the local communities and State Department of Transportation to prepare the FY 2025-2028 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

In November 2023, the MPO adopted a Transit Development Plan (TDP) update for Bis-Man Transit, who brokers the current transit system.

The MPO Public Participation Plan was followed in developing this TIP. A copy of the Public Participation Plan is available upon request at the MPO office:

Bismarck-Mandan Metropolitan Planning Organization
221 N 5th Street/ P.O. Box 5503
Bismarck, ND 58506-5503
(701) 355-1840

Or online: <http://bismarcknd.gov/1225/Public-Participation-Plan>

The Transportation Improvement Program (TIP) development process provides an opportunity for discussing and receiving input on the various transportation projects under consideration.

TIP Project Selection Process

Project selection for the 2025-2028 TIP was accomplished in coordination with local jurisdictions, MPO partner agencies, and NDDOT for the following grant programs: Urban Roads, Urban Regional, Urban Grant, Urban Rail/Highway Crossing Safety, Highway Safety Improvement Program (HSIP), and Transportation Alternatives (TA).

Project selection begins with a solicitation notice from the MPO to the jurisdictions and/or partner agencies. Ideally, NDDOT solicitation precedes this notice, but it may occur afterward.

Local agencies select their projects, prepare applications, and have their applications approved by their local boards.

Upon submittal to the MPO, MPO staff ensures the proposed projects are compliant with the Metropolitan Transportation Plan (MTP). This occurs by reviewing the goals and objectives of the MTP to establish a project's 'goodness of fit' (as with Urban Rail Projects), or by scoring projects against the MTP goals and objectives specifically selected to prioritize the projects of a given grant program (all other programs).

Points assigned from goal and objective review may be combined with a subcommittee scoring (as in TA or Urban Regional projects) for a suggested ranking to the MPO Technical Advisory Committee and Policy Board. Alternatively, scores may be forwarded to the MPO boards for information only (as with HSIP, Urban Roads, Urban Grant projects). Projects approved by the boards are forwarded to NDDOT along with a Policy Board approved ranking, as available.

NDDOT subsequently reviews project applications, awards funding, and notifies the local agency and MPO of the award. Projects are thus considered 'programmed' and are added into the Draft TIP. The Draft TIP is reviewed by the public as well as State and Federal oversight. Revisions are made as necessary based on comments received. The Final TIP is submitted for consideration and adoption by the MPO boards, and forwarded to the NDDOT, FHWA, and FTA for final approval. The general timing of this process is detailed in Figure 1.

TIP Amendment Process

The TIP will be amended or modified when there are project changes to the first programming year, known as the in-year. For the 2025-2028 TIP, this is 2025. Out-year programs will be updated with each annual TIP update.

TIP Amendments will be released for a 15-day public comment period for changes that include the following:

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

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

In addition, a legal notice or advertisement will be published in the Mandan News but is not subject to the 15-day notice period as the Mandan News is currently only published once per week.

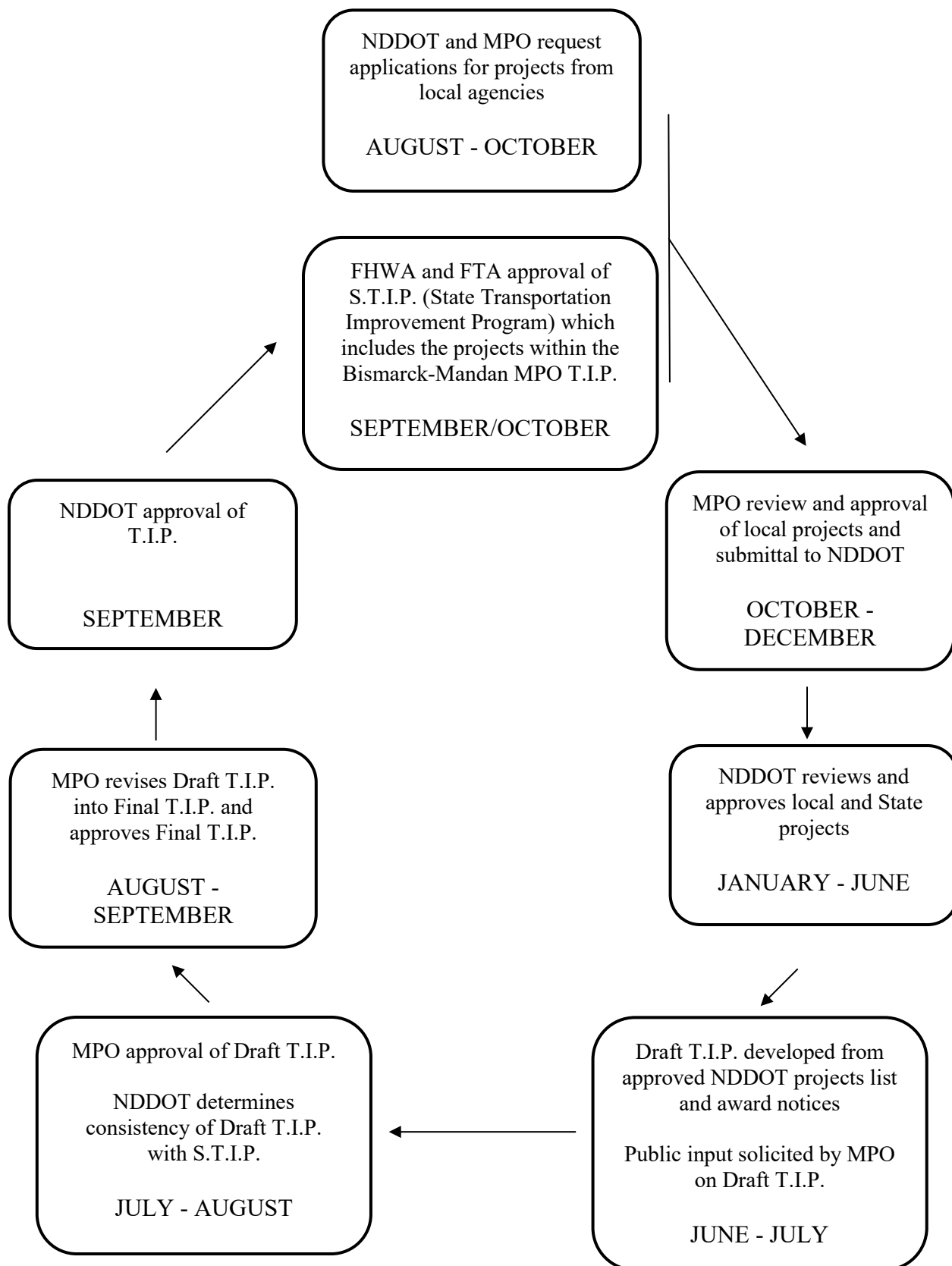
TIP Amendments will require MPO Policy Board approval.

The MPO TAC and Policy Board, as well as NDDOT, FHWA, and FTA, will be notified regarding TIP Administrative Modifications. Public notification is not required for a TIP Administrative Modification. Modifications will be considered complete upon document development by MPO staff, and the public, MPO boards, and MPO oversight will be notified of the TIP Administrative Modification(s) at the soonest opportunity for public meeting.

TIP Administrative Modifications include the following:

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

General BMMPO TIP Process (Figure 1)



2025-2028

ROADWAY IMPROVEMENT PROJECT LIST

PROJECT FUNDING YEAR 2025

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	25.1.01	*Projects of Local Importance (PLI) - Bismarck E Century Ave/52nd St NE (E Century Ave from Centennial Rd to 52nd St NE and 52nd St NE from E Century Ave to Gold Dr) (Reconstruction of 3,300 LF of Century Ave and extension of 4,400 LF of Century Ave and 52nd St)	\$27,907,000	\$0	\$2,000,000	\$25,907,000	NA		2025	
BURLEIGH	25.2.01	Transportation Alternatives - Bismarck S Washington St Trail (Meridian Dr to Sibley Park) (Shared Use Trail Extension)	\$413,622	\$334,744	\$0	\$78,878 (Bis Parks & Rec for Burleigh)	TAU	23910	2025	
MANDAN	25.4.03	Urban Grants Project - Mandan Downtown (Phase 1) (1st St NW from 6th Ave NW to 4th Ave NW, 5th Ave NW from 1st ST NW to 2nd St NW, & 4th Ave NW from Main St to 2nd St NW) (Reconstruction, with beautification elements, storm sewer, sidewalks, and LED lighting)	\$4,461,410	\$2,356,000	\$0	\$2,105,410 (Mandan)	UGP	24136	NA	
MANDAN	25.4.04	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Custer Elementary, Lewis & Clark Elementary, Mary Stark Elementary, and 46th Ave SE Crossing) (Install RRFB at 4 locations, recommended by School Safety Crossing Study)	\$220,000	\$198,000	\$0	\$22,000 (Mandan)	HEU	24054	NA	
NDDOT	25.6.01	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	\$350,957	\$315,861	\$35,096	\$0 (Bismarck)	IM	22644	NA	
NDDOT	25.6.02	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	\$350,957	\$315,861	\$35,096	\$0 (Bismarck)	IM	22644	NA	
NDDOT	25.6.05	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, East Bound) (Structure Paint)	\$292,465	\$263,218	\$29,247	\$0 (Mandan)	IM	22644	NA	
NDDOT	25.6.06	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, West Bound) (Structure Paint)	\$292,465	\$263,218	\$29,247	\$0 (Mandan)	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)	\$292,465	\$263,218	\$29,247	\$0 (Mandan)	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)	\$292,465	\$263,218	\$29,247	\$0 (Mandan)	IM	22644	NA	
NDDOT	25.6.09	^{MPO} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 mi Fencing, PCC Pave)	\$34,962,109	\$31,465,898	\$3,496,211	\$0 (Burleigh)	IM	22957	NA	
NDDOT	25.6.15	*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)	\$150,000	\$121,395	\$13,605	\$15,000 50% Bismarck 50% Mandan	NHU	22902	NA	
NDDOT	25.6.16	Bridge - I-94B (Memorial Bridge between Bismarck and Mandan) (Deck Overlay, Structure Paint, Joint Repair, Structural Incidentals)	\$6,107,291	\$4,942,631	\$553,931	\$610,729 50% Bismarck 50% Mandan	NH		NA	
NDDOT	25.6.17	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (3.3 miles, Reconstruction, Sanitary Sewer, Watermain)	\$55,391,063	\$35,985,798	\$4,033,006	\$15,372,259 (Mandan)	SU-CPU	23278	NA	
NDDOT	25.6.18	Urban Regional - Bismarck 9th St (Bismarck Expressway to Front Ave) (Microsurfacing, pavement marking)	\$231,000	\$186,948	\$20,952	\$23,100 (Bismarck)	NHU	24402	NA	
NDDOT	25.6.19	Urban Regional - Bismarck Expressway (Main Ave to end of asphalt) (Microsurfacing, pavement marking)	\$65,000	\$52,605	\$5,895	\$6,500 (Bismarck)	NHU	24403	NA	
NDDOT	25.6.20	Urban Regional - Bismarck Expressway (Washington St to Main Ave) (Microsurfacing, pavement marking)	\$1,750,000	\$1,416,275	\$158,725	\$175,000 (Bismarck)	NHU	24404	NA	
NDDOT	25.6.21	Urban Regional - Bismarck ND 1804 (Bismarck Expressway to 48th Ave SE) (Microsurfacing, pavement marking)	\$1,557,903	\$1,260,811	\$141,302	\$155,790 (Bismarck)	NHU	24405	NA	

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* Pending Availability of Federal Funds

^{MPO} 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	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	26.1.01	Safety - Bismarck 19th St and Century Ave (19th St and Century Ave Intersection east/west and north/south turn lanes) (Reconstruct the east/west and north/south turn lanes to remove the existing negative offset, signal work)	\$591,000	\$532,000	\$0	\$59,000 (Bismarck)	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)	\$134,000	\$121,000	\$0	\$13,000 (Bismarck)	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)	\$18,510,930	\$4,500,000	\$0	\$14,010,930 (Bismarck)	NHU	23859	2024	
BISMARCK	26.1.04	Urban Grants Project - Bismarck Front Ave, 3rd St, and 5th St (Front Ave from Mandan St to 9th St, 3rd St from Front Ave to Main Ave, 5th St from Bowen Ave to Main Ave) (Mill & Overlay, curb, gutter, & sidewalk repairs, ADA ramps, pavement markings, LED lighting, street trees, bike racks, traffic signal improvements, signing, curb extensions, & bus shelter pads)	\$3,056,000	\$1,610,000	\$0	\$1,446,000 (Bismarck)	UGP	24127	NA	
BISMARCK	26.1.05	*Projects of Local Importance (PLI) - Bismarck Tyler Parkway (Extend Tyler Parkway Between Valley Dr and Cogburn Rd) (Construct extension of Tyler Parkway, including crossing of Tyler Coulee)	\$12,597,000	\$0	\$0	\$12,597,000 (Bismarck)	NA		2026	
MANDAN	26.4.01	Transportation Alternatives - Mandan High School Trail (8th Ave NW from 24th St NW to 27th St NW) (Pedestrian Trail Construction)	\$484,213	\$391,874	\$0	\$92,339 (Mandan)	TAU	24407	2026	
NDDOT	26.6.01	Rural - I-94B (Junction of old Hwy 10 to W Urban Limit, Mandan) (Selective Grading, Widening)	\$6,592,000	\$5,933,000	\$659,000	\$0 (Morton)	IM		NA	
NDDOT	26.6.02	Urban Regional - Mandan I-94B (W Urban Limit to Heart River Bridge) (Mill & Overlay)	\$225,000	\$182,093	\$42,907	\$0 (Morton)	NHU		NA	
NDDOT	26.6.05	^{MPO} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (Fencing, PCC Pave)	\$37,266,000	\$33,539,000	\$3,727,000	\$0 (Burleigh)	IM	22958	NA	
NDDOT	26.6.09	Bridge - I-94B (2 miles east of Mandan, ramp next to Memorial Highway Interchange) (Structure Paint)	\$169,000	\$152,000	\$17,000	\$0 (Mandan)	NH	23898	NA	
NDDOT	26.6.10	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, East Bound) (Structure Paint, Structure Items)	\$478,000	\$430,000	\$43,000	\$0 (Mandan)	NH	23898	NA	
NDDOT	26.6.11	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, West Bound) (Structure Paint, Structure Items)	\$478,000	\$430,000	\$43,000	\$0 (Mandan)	NH	23898	NA	
NDDOT	26.6.12	Bridge - I-194 (Burlington Northern RR Overhead Separation) (Structure Paint, Structure Items, Spall Repairs)	\$281,000	\$253,000	\$28,000	\$0 (Mandan)	IM	23898	NA	
NDDOT	26.6.13	Urban Regional - Bismarck 7th St and 9th St (7th St from Expressway to Front Ave and Broadway Ave to Blvd Ave, 9th St from Blvd to Broadway) (Microsurfacing, pavement marking)	\$814,000	\$658,770	\$73,830	\$81,400 (Bismarck)	NHU	24406	NA	

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* Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2027

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	27.1.01	Safety - Bismarck S Washington St (S Washington St and W Bowen Ave Intersection) (Remove existing traffic signal, install raised median island & RRFB crossing)	\$140,000	\$126,000	\$0	\$14,000 (Bismarck)	HEU		NA	
BISMARCK	27.1.02	*Safety - Bismarck Expressway & Main Ave (Bismarck Expressway & East Main Ave Intersection) (Construction of north & southbound right turn lanes, traffic signal & lighting improvements)	\$934,132	\$840,719	\$0	\$93,413 (Bismarck)	HEU		NA	
BISMARCK	27.1.03	Urban Roads - Bismarck Washington St (S Washington St and Denver Ave) (Traffic Signals, planned to be constructed with 27.6.07)	\$345,000	\$279,208	\$0	\$65,792 (Bismarck)	NHU	23741	NA	
MANDAN	27.4.01	**Urban Roads - Mandan Old Red Trail (40th Ave NW to Urban Limits) (Reconstruction)	\$5,000,000	\$4,000,000	\$0	\$1,000,000 (Mandan)	SU	24025	NA	
NDDOT	27.6.01	*Bridge - I-94 (Sunset Drive Interchange, Mandan) (Reconstruction)	\$30,000,000	\$27,000,000	\$3,000,000	\$0 (Mandan)	IM	23594	NA	
NDDOT	27.6.02	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)	\$438,000	\$350,400	\$43,800	\$43,800 (Bismarck)	NHU	23743	NA	
NDDOT	27.6.03	Urban Regional - Bismarck State St (tied to 27.6.04) (7th St to Divide Ave) (CPR, Grinding, Curb Ramps)	\$1,391,882	\$1,126,450	\$126,244	\$139,188 (Bismarck)	NHU-SU	23742	NA	
NDDOT	27.6.04	Urban Roads - Bismarck Boulevard Ave (tied to 27.6.03) (6th St to 7th St) (CPR, Grinding, Curb Ramps)	\$150,000	\$121,395	\$0	\$28,605 (Bismarck)	SU	23747	NA	
NDDOT	27.6.05	Urban Regional - Mandan I-94B (W Urban Limit to ND 6) (Selective Grading, Widening)	\$1,575,471	\$1,275,029	\$300,442	\$0 (Mandan)	NHU		NA	
NDDOT	27.6.06	Urban Regional - Mandan ND 1806 (N Woodland Dr to 19th St SE) (Mill & Overlay)	\$1,050,465	\$850,141	\$95,277	\$105,047 (Mandan)	NHU		NA	
NDDOT	27.6.07	Urban Regional - Bismarck Expy (Washington St to 26th St) (Traffic Signals, planned to be constructed with 27.1.03)	\$2,415,000	\$1,954,460	\$219,040	\$241,500 (Bismarck)	NHU	23741	NA	
NDDOT	27.6.08	^{MPO} Rural - I-94 East Bound Lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	\$2,478,000	\$2,230,000	\$248,000	\$0 (Morton)	IM		NA	
NDDOT	27.6.09	^{MPO} Rural - I-94 West Bound Lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	\$2,107,000	\$1,896,000	\$211,000	\$0 (Morton)	IM		NA	
NDDOT	27.6.10	Bridge - I-94 (Junction of I-94 and ND 94/25) (Deck Overlay, Approach Slabs)	\$897,000	\$807,000	\$90,000	\$0 (Morton)	IM		NA	
NDDOT	27.6.11	Bridge - I-94 (4 miles west of US 83 N) (Spall Repair, Structure/Incidentals)	\$27,000	\$24,000	\$3,000	\$0 (Mandan)	IM		NA	
NDDOT	27.6.12	Bridge - I-94 (2 miles west of US 83 N) (Approach Slabs, Spall Repair, Expansion Joint Modifications)	\$541,000	\$487,000	\$54,000	\$0 (Bismarck)	IM		NA	

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** Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2028

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
NDDOT	28.6.01	Urban Roads - Bismarck S 12th St and Burleigh Ave (12th St from Santa Fe Ave to Burleigh Ave, and Burleigh Ave from Tavis Rd to Washington St) (Mill & Overlay)	\$942,000	\$753,600	\$0	\$188,400 (Bismarck)	NHU		NA	
NDDOT	28.6.02	Urban Roads - Mandan 8th Ave NW and 27th St N (8th Ave NW from 24th St NW to 27th St N, and 27th St from 8th Ave to ND 1806) (Reconstruction)	\$5,626,000	\$4,500,800	\$0	\$1,125,200 (Mandan)	NHU		NA	
NDDOT	28.6.03	Urban Regional - Mandan ND 1806 (ND 1806/6th Ave NE Railroad Underpass) (Drainage Improvements)	\$5,650,000	\$4,572,545	\$512,455	\$565,000 (Mandan)	NHU		NA	

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*Pending Availability of Federal Funds

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

ANNUAL PROJECT PHASE COST ESTIMATES FOR NON-REGIONALLY SIGNIFICANT PROJECTS

(Estimated by Year)

YEAR	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	AMENDMENT/ MODIFICATION (Date)
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	\$848,000	\$111,000	\$47,000	\$1,006,000	10/17/2023
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	\$1,309,000	\$146,000	\$75,000	\$1,530,000	10/17/2023
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	\$353,000	\$40,000	\$15,000	\$408,000	10/17/2023
2025	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	10/17/2023
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	\$435,000	\$50,000	\$47,000	\$532,000	10/17/2023
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	\$368,000	\$41,000	\$75,000	\$484,000	10/17/2023
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	\$74,000	\$9,000	\$15,000	\$98,000	10/17/2023
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	10/17/2023
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	\$435,000	\$50,000	\$47,000	\$532,000	10/17/2023
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	\$815,000	\$75,000	\$75,000	\$965,000	10/17/2023
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	\$150,000	\$50,000	\$35,000	\$235,000	10/17/2023
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	10/17/2023
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	10/17/2023
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	10/17/2023
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	10/17/2023
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	10/17/2023

Note: No projects in the 2025-2028 TIP were identified as RSP.

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

2025-2028

TRANSIT IMPROVEMENT PROJECT LIST

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2025	2026	2027	2028	Total
1	Bismarck/Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance and operating costs associated with the operations contract	Fed State Local Total	\$1,257,760 \$0 \$314,440 \$1,572,200	\$1,281,216 \$0 \$320,304 \$1,601,520	\$1,327,504 \$0 \$331,876 \$1,659,380	\$1,374,848 \$0 \$343,712 \$1,718,560	\$5,241,328 \$0 \$1,310,332 \$6,551,660
2	Bismarck/Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance on transit vehicles and facility	Fed State Local Total	\$32,000 \$0 \$8,000 \$40,000	\$32,960 \$0 \$8,240 \$41,200	\$33,949 \$0 \$8,487 \$42,436	\$34,967 \$0 \$8,742 \$43,709	\$133,876 \$0 \$33,469 \$167,345
3	Bismarck/Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	\$815,177 \$410,000 \$815,177 \$2,040,354	\$853,909 \$422,300 \$853,909 \$2,130,119	\$871,675 \$434,969 \$871,675 \$2,178,319	\$890,306 \$448,018 \$890,306 \$2,228,630	\$3,431,067 \$1,715,287 \$3,431,067 \$8,577,422
4	Bismarck/Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	Public transportation security projects	Fed State Local Total	\$21,262 \$0 \$5,315 \$26,577	\$21,900 \$0 \$5,475 \$27,375	\$22,557 \$0 \$5,639 \$28,196	\$23,234 \$0 \$5,808 \$29,042	\$88,952 \$0 \$22,238 \$111,190
5	Bismarck/Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed State Local Total	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
6	Bismarck/Mandan Area	Capital Grant	FTA Section (5339) 80/20; 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	\$72,000 \$0 \$18,000 \$90,000	\$850,000 \$0 \$150,000 \$1,000,000	\$850,000 \$0 \$150,000 \$1,000,000	\$0 \$0 \$0 \$0	\$1,772,000 \$0 \$318,000 \$2,090,000
7	Bismarck/Mandan Area	Capital Grant	FTA Section (5310) 85/15	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	\$588,695 \$0 \$103,887 \$692,582	\$867,000 \$0 \$153,000 \$1,020,000	\$893,010 \$0 \$157,590 \$1,050,600	\$0 \$0 \$0 \$0	\$2,348,705 \$0 \$414,477 \$2,763,182
8	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	\$166,750 \$0 \$166,750 \$333,500	\$171,753 \$0 \$171,753 \$343,505	\$176,905 \$0 \$176,905 \$353,810	\$182,212 \$0 \$182,212 \$364,424	\$697,620 \$0 \$697,620 \$1,395,240
9	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80/20	Mobility Manager salary assistance	Fed State Local Total	\$30,400 \$0 \$7,600 \$38,000	\$32,000 \$0 \$8,000 \$40,000	\$33,280 \$0 \$8,320 \$41,600	\$34,611 \$0 \$8,653 \$43,264	\$130,291 \$0 \$32,573 \$162,864

2025-2028

EXPENSE/REVENUE SUMMARY

FY 2025 - 2028 TIP

EXPENSE SUMMARY BY GEOGRAPHIC LOCATION

PROJECTS	FUNDING SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2025	Federal ⁽¹⁾ Construction)	0	0	38,341,798	334,744	0	0	38,676,542
	Federal ⁽²⁾ Preservation)	3,548,361	0	1,052,872	31,465,898	0	5,064,026	41,131,157
	State ⁽¹⁾ Construction)	2,000,000	0	4,033,006	0	0	0	6,033,006
	State ⁽²⁾ Preservation)	397,066	0	116,988	3,496,211	0	567,536	4,577,801
	Local ⁽¹⁾ Construction)	0	0	17,499,669	0	0	0	17,499,669
	Local ⁽²⁾ Preservation)	360,390	0	0	0	0	625,729	986,119
	*Other Local ⁽¹⁾ Construction)	0	0	0	78,878	0	0	78,878
	*Other Local ⁽²⁾ Preservation)	0	0	0	0	0	0	0
	PLI ⁽¹⁾ Construction)	25,907,000	0	0	0	0	0	25,907,000
	**PLI ⁽²⁾ Preservation)	0	0	0	0	0	0	0
Future Projects 2026-2028	Total (Construction/Engineering)	27,907,000	0	59,874,473	413,622	0	0	88,195,095
	Total (Preservation)	4,305,817	0	1,169,860	34,962,109	0	6,257,291	46,695,077
	Total	32,212,817	0	61,044,333	35,375,731	0	6,257,291	134,890,172
	Federal ⁽¹⁾ Construction)	8,353,387	0	41,740,248	0	5,933,000	0	56,026,635
	Federal ⁽²⁾ Preservation)	5,107,615	0	2,139,141	33,539,000	5,115,093	0	45,900,849
	State ⁽¹⁾ Construction)	219,040	0	3,812,897	0	659,000	0	4,690,937
	State ⁽²⁾ Preservation)	297,874	0	229,277	3,727,000	591,907	0	4,846,058
	Local ⁽¹⁾ Construction)	14,497,635	0	2,782,539	0	0	0	17,280,174
	Local ⁽²⁾ Preservation)	1,927,393	0	105,047	0	0	0	2,032,440
	*Other Local ⁽¹⁾ Construction)	0	0	0	0	0	0	0
Total	*Other Local ⁽²⁾ Preservation)	0	0	0	0	0	0	0
	PLI ⁽¹⁾ Construction)	12,597,000	0	0	0	0	0	12,597,000
	**PLI ⁽²⁾ Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	35,667,062	0	48,335,684	0	6,592,000	0	90,594,746
	Total (Preservation)	7,332,882	0	2,473,465	37,266,000	5,707,000	0	52,779,347
	Total	42,999,944	0	50,809,149	37,266,000	12,299,000	0	143,374,093
	FY 2025-2028	75,212,761	0	111,853,482	72,641,731	12,299,000	6,257,291	278,264,265

REVENUE SUMMARY

PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2025	Federal ⁽¹⁾ Construction)	0	0	38,341,798	334,744	0	0	38,676,542
	Federal ⁽²⁾ Preservation)	3,548,361	0	1,052,872	31,465,898	0	5,064,026	41,131,157
	State ⁽¹⁾ Construction)	2,000,000	0	4,033,006	0	0	0	6,033,006
	State ⁽²⁾ Preservation)	397,066	0	116,988	3,496,211	0	567,536	4,010,265
	Local ⁽¹⁾ Construction)	0	0	17,499,669	0	0	0	17,499,669
	Local ⁽²⁾ Preservation)	360,390	0	0	0	0	625,729	360,390
	*Other Local ⁽¹⁾ Construction)	0	0	0	78,878	0	0	78,878
	*Other Local ⁽²⁾ Preservation)	0	0	0	0	0	0	0
	PLI ⁽¹⁾ Construction)	25,907,000	0	0	0	0	0	25,907,000
	**PLI ⁽²⁾ Preservation)	0	0	0	0	0	0	0
Future Projects 2026-2028	Total (Construction/Engineering)	27,907,000	0	59,874,473	413,622	0	0	88,195,095
	Total (Preservation)	4,305,817	0	1,169,860	34,962,109	0	6,257,291	46,695,077
	Total	32,212,817	0	61,044,333	35,375,731	0	6,257,291	134,890,172
	Federal ⁽¹⁾ Construction)	8,353,387	0	41,740,248	0	5,933,000	0	56,026,635
	Federal ⁽²⁾ Preservation)	5,107,615	0	2,139,141	33,539,000	5,115,093	0	45,900,849
	State ⁽¹⁾ Construction)	219,040	0	3,812,897	0	659,000	0	4,690,937
	State ⁽²⁾ Preservation)	297,874	0	229,277	3,727,000	591,907	0	4,846,058
	Local ⁽¹⁾ Construction)	14,497,635	0	2,782,539	0	0	0	17,280,174
	Local ⁽²⁾ Preservation)	1,927,393	0	105,047	0	0	0	2,032,440
	*Other Local ⁽¹⁾ Construction)	0	0	0	0	0	0	0
Total	*Other Local ⁽²⁾ Presevation)	0	0	0	0	0	0	0
	PLI ⁽¹⁾ Construction)	12,597,000	0	0	0	0	0	12,597,000
	**PLI ⁽²⁾ Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	35,667,062	0	48,335,684	0	6,592,000	0	90,594,746
	Total (Preservation)	7,332,882	0	2,473,465	37,266,000	5,707,000	0	52,779,347
	Total	42,999,944	0	50,809,149	37,266,000	12,299,000	0	143,374,093
	FY 2025-2028	75,212,761	0	111,853,482	72,641,731	12,299,000	6,257,291	278,264,265

*Other Local refers to another non-traditional local matching funding source such as a local Park District or University. The specific local funding source is identified in the project.

PLI (Preservation) refers to preservation type projects (i.e. mill and overlay, etc.) on Federal-Aid Eligible Roadways that are funded **solely by a partner city or county.

¹ Construction projects refer to expansion and/or rehabilitation projects. Expansion projects focus on improving traffic flow or safety and could include projects such as:

adding through lanes or turn lanes; new streets; upgrading an intersection; or new/improved interchanges on interstate. Rehabilitation projects are focused on maintaining the current network and may include projects such as: resurfacing or reconstructing a new street or multi-use trail; or bridge replacement.

² Preservation refers to activities conducted to maintain the current transportation system in a state of good repair, such as mill and overlays, etc.

TRANSIT PROJECTS FUNDING/COSTS SUMMARY OF BISMARCK-MANDAN AREA

2025 - 2028

	FUNDING SOURCE	FUNDING AMOUNT (\$)	ANTICIPATED COSTS (\$)
Annual Element 2025	Federal	\$2,984,044	\$2,984,044
	Federal Match	\$0	\$0
	State	\$410,000	\$410,000
	Local	\$1,439,169	\$1,439,169
	Total	\$4,833,213	\$4,833,213
Future Projects 2026-2028	Federal	\$10,859,796	\$10,859,796
	Federal Match	\$0	\$0
	State	\$1,305,287	\$1,305,287
	Local	\$4,820,607	\$4,820,607
	Total	\$16,985,689	\$16,985,689
Transit Total	FY 2025-2028	\$21,818,902	\$21,818,902

2025-2028

OPERATIONS AND MAINTENANCE

Operations and Maintenance (O&M) includes the routine and regular activities necessary to maintain a safe and operational roadway network. These activities may include winter maintenance (snow removal, sanding, plowing, salting), street sweeping, street maintenance (potholes, chip seals, crack seals, signalization/ lighting, sign repair and replacement, concrete pavement repairs, gravel and grading), or labor costs associated with the administration and/or engineering of these activities. O&M is specific to managing the day-to-day operations of the road system. Therefore, it does not include new construction, major rehabilitation, or reconstruction of any transportation system element.

According to U.S. Federal Code of Regulation 23 CFR 450.324(f), the Metropolitan Planning Organization (MPO) is required to report on the local and state funds used toward O&M activities. Cost estimates are captured at a 'system level'—that is, they are comprehensive of all roadways within the metropolitan area and should be inclusive of a variety of O&M activities. Further, the cost estimates indicate the sources of local funding and approximate how much of the local funds are used on Federal-Aid Highways (i.e. roadways deemed eligible to be (re)-constructed with federal funds).

The MPO fulfills its federal O&M reporting requirement with assistance from NDDOT and its member cities and counties. Traditionally, the jurisdictions/NDDOT provide an estimate of expenditures for the base year of the TIP and forecast future years at a 4% inflation rate.

Although federal funding is not used toward state or local O&M programs within the MPO area, these types of activities are supported by the MPO's 2045 Metropolitan Transportation Plan. They are supported specifically through goals that aim to 'Maintain and Improve Regional Mobility and Connections' and 'Maintain the Transportation System in a State-of-Good-Repair'. Further support is found in the goals and objectives of the 2020-2045 MTP, which was adopted in March 2020.

The following is a breakdown of O&M for the 2025-2028 TIP.

Bismarck-Mandan MPO Operations and Maintenance NDDOT and Member Jurisdiction Expenditures and Revenues 2025-2028

NDDOT Operations and Maintenance Expenses/Revenues for Federal-Aid Highways in the Bismarck-Mandan MPO Area

Year(s)	Anticipated Operations and Maintenance Expenses ¹	Anticipated Maintenance and Operations Revenue ¹	Federal-aid Highway Lane Miles in Bismarck-Mandan MPO Area which NDDOT Provides Operation and Maintenance Activities	Percent Federal-Aid Highway Lane Miles in MPO per Total Statewide Roadway Lane Miles	MPO Area Apportioned Operations and Maintenance Expenses	MPO Area Apportioned Operations and Maintenance Revenues
2025	\$125,588	\$125,588	312	1.90%	\$2,386.17	\$2,386.17
2026-2028	\$376,764	\$376,764	312	1.90%	\$7,158.52	\$7,158.52

¹The operations and maintenance expenditures/revenues consider all roadway lane miles maintained by NDDOT throughout the State of North Dakota.

City of Bismarck Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses ^{1*}	Anticipated Maintenance and Operations Revenue ^{1*}	Funding Sources for Operations and Maintenance Activities	Percent of Federal-Aid Highways to total roadways in City of Bismarck ²	City of Bismarck Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	City of Bismarck Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²
2025	\$2,709,000	\$2,709,000	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$728,721.00	\$728,721.00
2026	\$2,817,360	\$2,817,360	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$757,869.84	\$757,869.84
2027	\$2,930,054	\$2,930,054	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$788,184.53	\$788,184.53
2028	\$3,047,256	\$3,047,256	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$819,711.86	\$819,711.86

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Bismarck (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

²Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.

*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in the City of Bismarck

Name	Location	Jurisdiction Responsible for Operations and Maintenance
US 83/State Street	Within Bismarck Corporate City Limits	Partnership with NDDOT
Expressway	Between Expressway Bridge and I-94	Partnership with NDDOT
7th and 9th Streets	Between Boulevard and Expressway	Partnership with NDDOT
ND 1804/University	Between Expressway and Corporate City Limits	Partnership with NDDOT
I-94	Within Bismarck Corporate City Limits	NDDOT is Fully Responsible
All other functionally classified roadways	Within Bismarck Corporate City Limits	City is Fully Responsible

Burleigh County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses ¹	Anticipated Maintenance and Operations Revenue ¹	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Burleigh County ²	Burleigh County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	Burleigh County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²
2025	\$1,631,953	\$1,631,953	Hwy Gas Tax and Mill Levy	5.60%	\$91,389.37	\$91,389.37
2026	\$1,697,231	\$1,697,231	Hwy Gas Tax and Mill Levy	5.60%	\$95,044.94	\$95,044.94
2027	\$1,765,120	\$1,765,120	Hwy Gas Tax and Mill Levy	5.60%	\$98,846.72	\$98,846.72
2028	\$1,835,725	\$1,835,725	Hwy Gas Tax and Mill Levy	5.60%	\$102,800.60	\$102,800.60

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in Burleigh County (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

²Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.

*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in Burleigh County

Name	Location	Jurisdiction Responsible for Operations and Maintenance
ND 1804	North of Bismarck to County Line	NDDOT is Fully Responsible
Interstate 94	County Wide	NDDOT is Fully Responsible
ND 1804	South of Bismarck to County Line	NDDOT is Fully Responsible
US Highway 83	North of Bismarck to County Line	NDDOT is Fully Responsible
All other functionally classified roadways	Bismarck and Lincoln Corporate City Limits to Urbanized Area Boundary	County is Fully Responsible

City of Mandan Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses ^{1*}	Anticipated Maintenance and Operations Revenue ^{1*}	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in City of Mandan ²	City of Mandan Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	City of Mandan Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²
2025	\$1,775,892	\$1,775,892	Highway Tax Distribution	29.90%	\$530,991.71	\$530,991.71
2026	\$1,846,927	\$1,846,927	Highway Tax Distribution	29.90%	\$552,231.17	\$552,231.17
2027	\$1,920,805	\$1,920,805	Highway Tax Distribution	29.90%	\$574,320.70	\$574,320.70
2028	\$1,997,637	\$1,997,637	Highway Tax Distribution	29.90%	\$597,293.46	\$597,293.46

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Mandan (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

²Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.

*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in the City of Mandan

Name	Location	Jurisdiction Responsible for Operations and Maintenance
ND 1806	Within Mandan Corporate City Limit	City is Fully Responsible
Mandan Avenue	Between Main Avenue and I-94	City is Fully Responsible
Main Street	Between ND 6 and I-94	City is Fully Responsible
ND 6	Within Mandan Corporate City Limit	Partnership with NDDOT
Memorial Highway	Between Main Avenue and Liberty Memorial Bridge	NDDOT is Fully Responsible
Business Loop	Between ND 6 and Mandan Corporate City Limits	City is Fully Responsible
Highway 810	Between Memorial Highway Interchange and Expressway Bridge	NDDOT is Fully Responsible
I-94	Within Mandan Corporate City Limits	NDDOT is Fully Responsible
All other functionally classified roadways	Within Mandan Corporate City Limits	City is Fully Responsible

Morton County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses ^{1*}	Anticipated Maintenance and Operations Revenue ^{1*}	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Morton County ²	Morton County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	Morton County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²
2025	\$865,613	\$865,613	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$952.17	\$952.17
2026	\$900,237	\$900,237	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$990.26	\$990.26
2027	\$936,247	\$936,247	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$1,029.87	\$1,029.87
2028	\$973,697	\$973,697	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$1,071.07	\$1,071.07

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in Morton County within the MPO (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

²Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.

*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in Morton County

Name	Location	Jurisdiction Responsible for Operations and Maintenance
25 N	I-94 to County Line	NDDOT is Fully Responsible
I-94	County wide	NDDOT is Fully Responsible
I-94B	Outside of Mandan to I-94	NDDOT is Fully Responsible
ND 1806	North of Mandan to County Line	NDDOT is Fully Responsible
ND 1806	South of Mandan to County Line	NDDOT is Fully Responsible
Highway 6	South and Outside of Mandan to County Line	NDDOT is Fully Responsible
All other functionally classified roadways	Mandan Corporate City Limits to Urbanized Area Boundary	County is Fully Responsible

2025-2026

PROJECTS OF LOCAL IMPORTANCE

The MPO strives to incorporate Projects of Local Importance (PLI) into the TIP. PLI reporting provides a more comprehensive understanding of transportation development within the MPO area. The purpose of PLI identification is to highlight network development that may be done on a local scale, without the MPO's typical federal programs, but are still significant to the regional system.

PLI are identified by partner jurisdictions, at the MPO's request, and coincide with TIP development. To assist jurisdictions in determining PLI designations, the MPO offers the following guidance:

Guidance for Projects of Local Importance

1. Projects must be entirely locally funded OR aided by Federal or State funds other than the typically administered MPO programs. (i.e. Transportation Alternatives Program, Urban Roads Program, Urban Regional Program, Highway Safety Improvement Program)
2. Projects must have 'substantial' impact on the Regional Transportation Network.
 - a. *Projects* could include those identified in the active MTP OR those developed outside of the planning process.
 - b. '*Substantial*' impacts have a large degree of influence on the functionality or capacity of a local Jurisdiction's network OR a neighboring Jurisdiction's network OR both.
 - c. The *Regional Transportation Network* is all encompassing, including the roadway AND non-roadway/accessory (bike trails, park and rides, transit shelters, etc.) networks.
3. Projects are anticipated to be constructed/ committed within the upcoming 1-2 years. (The MPO reserves the opportunity to report on RSP construction which occurred during the calendar year preceding the TIP's scope.)
4. Projects include mill and overlay, concrete pavement repair, or full depth reconstruction activities that are completed on Federal-Aid Eligible roadways by the local partners. These projects must also be solely locally funded.

The MPO receives few Projects of Local Importance. This is attributed to different development schedules for the TIP and the Counties' and Cities' 'Capital Improvement Plans', as well as a lack of formalized mechanisms to fund local level transportation projects outside of the current federal aid channels. The MPO requests local jurisdictions report on anticipated construction of regionally significant roadways. It is recognized that most local roadways are constructed without federal funds. Roadways that are committed to be constructed and are regionally significant, should be reported with the most current cost estimates available. Reasonable estimates are based on current average costs of similar road sections and will be developed by the respective reporting jurisdiction. In addition, the MPO solicits for PLI whose construction is expected to start in the first 1-2 years of the current TIP's scope.

In the spring of 2024, the MPO solicited member jurisdictions and parks and recreation entities serving the MPO area for PLI. There were two PLI provided for the 2025-2028 TIP.

REGIONALLY SIGNIFICANT PROJECTS

According to 23 CFR 450.104, a Regionally Significant Project (RSP) is defined as a “transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network.” Federal regulations require the notation of RSP projects in the MPO’s TIP and State DOT’s STIP.

In 2021, the North Dakota Department of Transportation (NDDOT) was requested by the North Dakota Division of the Federal Highway Administration (FHWA) to adopt a revised definition for RSP. NDDOT consulted with the state MPO’s via their executive directors and offered the MPO’s an opportunity to develop a collective definition. The Bismarck-Mandan MPO additionally consulted with its jurisdictions, including the Technical Advisory Committee (TAC), in order to draft a revised RSP definition for their region. On May 18, 2021, the MPO’s Policy Board officially approved the following RSP definition:

Definition for Regionally Significant Projects

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both funded with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on a newly purchased real estate.

Going forward, the MPO will note projects that meet this definition in their TIP’s Program of Projects and will break out the cost of each RSP project by phasing (phases include preliminary engineering, construction, utilities, and right-of-way). Additionally, NDDOT will provide the MPO with lump sum cost estimates for the phases of all non-RSP projects. The lumps sum cost estimates will also be included in the TIP. The goal of these activities to give the public a clear understanding of the costs and funding sources of local transportation improvement projects.

RSP project phases will be monitored by their lead agency throughout their design lifespan – from award of funds to award of construction bid – and cost changes will be brought to the attention of the MPO. Cost changes will be noted in the TIP by amendment or modification. FHWA releases funds for RSP projects as indicated in the TIP so changes are expected to occur on an ongoing basis.

There are no projects identified currently as RSP in the 2025-2028 TIP.

PERFORMANCE BASED PLANNING AND PROGRAMING

Federal Performance Measures:

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012 and included several provisions that collectively transformed the Federal surface transportation program to greater focus on the achievement of performance-based outcomes. In 2015, Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. This process is collectively known as Performance-Based Planning and Programming (PBPP). The Infrastructure Investment and Jobs Act (IIJA, signed into law in 2021) has carried performance measures into the next Federal Highway Bill. Various agencies of the US Department of Transportation (USDOT), which includes FHWA, are responsible of administering the rulemaking regarding PBPP. The overall goal is to link Performance-Based Planning practices to future investments in the transportation system through concordant development of the MPOs Metropolitan Transportation Plan (MTP) and TIP. 23 CFR 450.326(d) specifies this process by stating 'the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.'

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

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

For each Performance Goal Area, the MPO also adopts local-level targets and objectives that have been deemed appropriate to meet the needs of the Bismarck-Mandan region. These regional targets and objectives specify how the MPO should improve within a given Performance Goal Area. Regional targets and objectives, along with public input and financial constraint, were used to identify a constrained project lists for the short-, mid-, and long-term planning horizons. The constrained projects—particularly the short-term projects—meet local transportation needs and improve the system consistent with Federal requirements. The Bismarck-Mandan MPO, in accordance with the federal rule, will incorporate the short-term projects identified in the 2020-2045 MTP into the current and future TIPs.

Any system or process must be measured to gauge its effectiveness. Federal rule has ratified specific Performance Measures for three of the seven Performance Goal Areas: Safety and

Security (PM1), Infrastructure Condition (PM2), and System Reliability (PM3). These assist State DOTs and MPOs in monitoring the effectiveness of their performance-based planning programs. Federal guidance outlines which specific data sets should be measured. A list of all Performance Measures can be found in the table below.

PERFORMANCE MEASURES	
PM1: SAFETY AND SECURITY	NOTES
1) Number of Fatalities	- Individual targets are update ANNUALLY - Individual targets are report to FHWA ANNUALLY - Safety Targets are calculated a 5-year rolling average. The 2025 targets will be based on the average of data from 2020, 2021, 2022, 2023, and 2024.
2) Rate of Fatalities per 100 million vehicle miles traveled (VMT)	
3) Number of Serious Injuries	
4) Rate of Serious Injuries per 100 million VMT	
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	
PM2: INFRASTRUCTURE CONDITION	
1) Percent of National Highway System (NHS) Bridges in Good Condition	- Individual target are updated every TWO YEARS (optional) or FOUR YEARS (mandatory). - Individual targets are reported to FHWA ANNUALLY
2) Percentage of NHS Bridges in Poor Condition	
3) Percentage of Interstate Pavement in Good Condition	
4) Percentage of Interstate Pavement in Poor Condition	
5) Percentage of Non-Interstate NHS Pavement in Good Condition	
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	
PM3: SYSTEM RELIABILITY	
1) Percentage of Person Miles Travel on the Interstate that are reliable	- Individual target are updated every FOUR YEARS. - Individual targets are report to FHWA ANNUALLY - Reliability is defined as the consistency or dependability of travel times from day to day and at different times of a day. For example, traveling the same distance within the same amount of time, no matter the time of day or days of the week, is a reliable system. Being able to travel quickly at one time but slowly the next (as in a traffic jam) is an unreliable system. Reliability does not guarantee quick travel, but rather, a similar travel experience.
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	
3) Truck Travel Time Reliability Index	

As a minimum requirement, State DOTs must establish specific, numerical targets for each measure outlined above. MPOs have the option to adopt their state DOT's targets or create their own. To date, the Bismarck-Mandan MPO has adopted targets established by the North Dakota Department of Transportation. The most recently adopted targets are outlined on the next page.

BMMPO ADOPTED TARGETS				
	BASELINE CONDITION	NDDOT ADOPTED TARGET	MPO ADOPTED TARGET	CURRENT ADOPTION PERIOD
PM1: SAFETY				
1) Number of Fatalities	100.8	95.8	95.8	2024
2) Rate of Fatalities	1.074	1.053	1.053	2024
3) Number of Serious Injuries	406.2	398.1	398.1	2024
4) Rate of Serious Injuries	4.336	4.250	4.250	2024
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	35.2	34.5	34.5	2024
PM2: INFRASTRUCTURE CONDITION				
1) Percent of National Highway System (NHS) Bridges in Good Condition	Not Available (NA)	50%	50%	2022-2026
2) Percentage of NHS Bridges in Poor Condition	NA	10%	10%	2022-2026
3) Percentage of Interstate Pavement in Good Condition	NA	75.6%	75.6%	2022-2026
4) Percentage of Interstate Pavement in Poor Condition	NA	3%	3%	2022-2026
5) Percentage of Non-Interstate NHS Pavement in Good Condition	NA	58.3%	58.3%	2022-2026
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	NA	3%	3%	2022-2026
PM3: SYSTEM RELIABILITY				
1) Percentage of Person Miles Travel on the Interstate that are reliable	NA	85%	85%	2022-2026
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	NA	85%	85%	2022-2026
3) Truck Travel Time Reliability Index	NA	2.0	2.0	2022-2026

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

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

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

Transit Performance Measures:

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

Public Transportation Agency Safety Plan Rule:

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

Similar to the FHWA targets, FTA allows local Transit Operators to either adopt the plan created by their State DOT or develop their own PTASP. The Bis-Man Transit Board, representing the area Transit Operator, adopted their most recent Safety Plan in July 2023. The MPO Policy Board approved a resolution of support for the PTASP in August 2023. Bis-Man Transit's current PTASP targets are outlined below:

[Transit] Safety Performance Measures							
1. Fatalities - total number and rate per total VRM							
2. Injuries -Total number and rate per total Vehicle Revenue Miles (VRM)							
3. Safety Events - Total number and rate per total VRM							
4. System Reliability- Mean distance between major mechanical failures							
<i>Targets for transit agencies should be based on a review of the previous 5 years safety performance data.</i>							
[Transit] Safety Performance Targets:							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/ failures)
Fixed Route Bus	0	0	3 or less	0.2	5 or less	0.33	9,500
ADA/ Paratransit	0	0	3 or less	0.75	1 or less	0.1	35,000

Source: NDDOT Transit Section 'State Agency Safety Plan (for) Small Public Transportation Providers'. Adopted by Bis-Man Transit Board, 5/22.

Transit Asset Management:

Transit Asset Management is reported by Bis-Man Transit on an annual basis. It takes notice of the condition of the transit facilities and vehicles and additionally notates the anticipated revenues used to maintain the fleet and building. The TAM report is included in a separate section of this document. Adoption of the TIP on an annual basis is also considered MPO approval of the TAM report and performance metrics.

2025

TRANSIT ASSET MANAGEMENT (TAM) REPORT

Bis-Man Transit Useful Life Benchmarks and TAM Targets

Bis-Man Transit completed and adopted their TAM plan in October 2022. Targets areas include rolling stock, equipment, and facilities, and are based on Useful Life Benchmarks (ULB) for vehicles and transit facilities. The target number is a percent of assets within a particular asset class that have met or exceeded the ULB benchmark. A description of the Federal, State and local useful life benchmarks and performance targets follow:

Useful Life Benchmark for Vehicles

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

Useful Life Benchmark for Transit Facilities

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

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

Agency Name	Asset Category	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
NDDOT	Equipment	Non Revenue/Service Automobile	29%	40%	40%	37%	35%	29%
NDDOT	Equipment	Other Rubber Tire Vehicles	60%	40%	40%	37%	35%	29%
NDDOT	Facilities	Administrative / Maintenance Facilities	0%	0%	0%	0%	0%	0%
NDDOT	Facilities	Passenger Facilities	0%	0%	0%	0%	0%	0%
NDDOT	Revenue Vehicles	BU - Bus	29%	28%	15%	14%	15%	15%
NDDOT	Revenue Vehicles	CU - Cutaway	15%	25%	25%	24%	28%	20%
NDDOT	Revenue Vehicles	MV - Minivan	11%	20%	25%	28%	25%	24%
NDDOT	Revenue Vehicles	SV - Sports Utility Vehicle	50%	50%	40%	37%	35%	40%
NDDOT	Revenue Vehicles	VN - Van	36%	35%	42%	40%	35%	24%

Bismarck-Mandan MPO Reporting

The Bismarck-Mandan MPO—through their annual Transportation Improvement Program (TIP) update—reports on the condition of Bis-Man Transit’s rolling stock and/or facilities (as provided by the National Transit Database), as well as Transit’s progress toward adopted performance targets. Further, the TIP provides an opportunity to note future investments which maintain the fleet and facility in a State of Good Repair. The Bis-Man Transit Fleet Inventory provided by Bis-Man Transit follows. This inventory matches information submitted to NTD in February 2024, but also accounts for buses decommissioned and purchased by Transit after their February 2024 NTD submission.

Service Type	Bus Fleet ID	Year	Category	FTA UL Years Remaining	FTA UL Miles Remaining	Condition*
Fixed Route	1001	2010	Heavy-Duty Small Bus	-4	49,761	Marginal
Fixed Route	1002	2010	Heavy-Duty Small Bus	-4	59,765	Marginal
Fixed Route	1003	2010	Heavy-Duty Small Bus	-4	36,190	Marginal
Fixed Route	1501	2015	Heavy-Duty Large Bus	2	158,249	Adequate
Fixed Route	1502	2015	Heavy-Duty Large Bus	2	137,903	Adequate
Paratransit	1801	2018	Light Duty Mid-Sized Cutaway	-1	-33,137	Adequate
Paratransit	1802	2018	Light Duty Mid-Sized Cutaway	-1	-7,378	Adequate
Paratransit	1803	2018	Light Duty Mid-Sized Cutaway	-1	-36,249	Adequate
Paratransit	1804	2018	Light Duty Mid-Sized Cutaway	-1	-35,835	Adequate
Paratransit	1901	2018	Light Duty Mid-Sized Cutaway	1	3,779	Good
Paratransit	1902	2018	Light Duty Mid-Sized Cutaway	1	-27,449	Good
Paratransit	1903	2019	Light Duty Mid-Sized Cutaway	1	-15,316	Good
Paratransit	1904	2019	Light Duty Mid-Sized Cutaway	1	-11,322	Good
Paratransit	1905	2019	Light Duty Mid-Sized Cutaway	1	23,493	Good
Paratransit	1906	2019	Light Duty Mid-Sized Cutaway	1	-4,647	Good
Paratransit	1907	2019	Light Duty Mid-Sized Cutaway	1	-12,335	Good
Paratransit	1908	2019	Light Duty Mid-Sized Cutaway	1	-791	Good
Fixed Route	1909	2019	Heavy-Duty Small Bus	5	197,795	Excellent
Fixed Route	1910	2019	Heavy-Duty Small Bus	5	175,934	Excellent
Paratransit	1911	2019	Light-Duty Van	-1	88,215	Good
Paratransit	1912	2019	Light-Duty Van	-1	70,545	Good
Fixed Route	2201	2022	Heavy-Duty Small Bus	10	430,658	Excellent
Fixed Route	2202	2022	Heavy-Duty Small Bus	10	436,973	Excellent
Fixed Route	2301	2023	Heavy-Duty Small Bus	11	467,619	Excellent
Paratransit	2401	2024	Light Duty Mid-Sized Cutaway	5	148,987	Excellent
Paratransit	2402	2024	Light Duty Mid-Sized Cutaway	5	148,989	Excellent
Paratransit	2403	2024	Light Duty Mid-Sized Cutaway	5	148,982	Excellent
Paratransit	2404	2024	Light Duty Mid-Sized Cutaway	5	148,973	Excellent
Paratransit	2405	2024	Light Duty Mid-Sized Cutaway	5	148,993	Excellent
Paratransit	2406	2024	Light Duty Mid-Sized Cutaway	5	148,977	Excellent

Bis-Man Transit Fleet Inventory

* Condition and fleet reported as of June 17, 2024

Typically, the Bismarck-Mandan MPO's TIP includes enhancement projects for Bis-Man Transit fleet and facilities. Projects include, but are not limited to, the procurement of replacement buses, federal and local funds given to annual preventive maintenance and security needs, and like procurements. Upcoming projects in the 2025-2028 TIP which contribute to the preventive maintenance of Transit's assets and State of Good Repair (SOGR) program are shaded below:

BISMARCK-MANDAN MPO BIS-MAN TRANSIT IMPROVEMENT PROGRAM For 2025-2028 Page 1 of 1										
Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2025	2026	2027	2028	Total
1	Bismarck/Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance and operating costs associated with the operations contract	Fed State Local Total	\$1,257,760 \$0 \$314,440 \$1,572,200	\$1,281,216 \$0 \$320,304 \$1,601,520	\$1,327,504 \$0 \$331,876 \$1,659,380	\$1,374,848 \$0 \$343,712 \$1,718,560	\$5,241,328 \$0 \$1,310,332 \$6,551,660
2	Bismarck/Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	Preventative maintenance on transit vehicles and facility	Fed State Local Total	\$32,000 \$0 \$8,000 \$40,000	\$32,960 \$0 \$8,240 \$41,200	\$33,949 \$0 \$8,487 \$42,436	\$34,967 \$0 \$8,742 \$43,709	\$133,876 \$0 \$33,469 \$167,345
3	Bismarck/Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	Operating assistance for elderly/disabled and fixed route service	Fed State Local Total	\$815,177 \$410,000 \$815,177 \$2,040,354	\$853,909 \$422,300 \$853,909 \$2,130,119	\$871,675 \$434,969 \$871,675 \$2,178,319	\$890,306 \$448,018 \$890,306 \$2,228,630	\$3,431,067 \$1,715,287 \$3,431,067 \$8,577,422
4	Bismarck/Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	Public transportation security projects	Fed State Local Total	\$21,262 \$0 \$5,315 \$26,577	\$21,900 \$0 \$5,475 \$27,375	\$22,557 \$0 \$5,639 \$28,196	\$23,234 \$0 \$5,808 \$29,042	\$88,952 \$0 \$22,238 \$111,190
5	Bismarck/Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed State Local Total	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
6	Bismarck/Mandan Area	Capital Grant	FTA Section (5339) 80/20; 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	\$72,000 \$0 \$18,000 \$90,000	\$850,000 \$0 \$150,000 \$1,000,000	\$850,000 \$0 \$150,000 \$1,000,000	\$0 \$0 \$0 \$0	\$1,772,000 \$0 \$318,000 \$2,090,000
7	Bismarck/Mandan Area	Capital Grant	FTA Section (5310) 85/15	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	\$588,695 \$0 \$103,887 \$692,582	\$867,000 \$0 \$153,000 \$1,020,000	\$893,010 \$0 \$157,590 \$1,050,600	\$0 \$0 \$0 \$0	\$2,348,705 \$0 \$414,477 \$2,763,182
8	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	\$166,750 \$0 \$166,750 \$333,500	\$171,753 \$0 \$171,753 \$343,505	\$176,905 \$0 \$176,905 \$353,810	\$182,212 \$0 \$182,212 \$364,424	\$697,620 \$0 \$697,620 \$1,395,240
9	Bismarck/Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80/20	Mobility Manager salary assistance	Fed State Local Total	\$30,400 \$0 \$7,600 \$38,000	\$32,000 \$0 \$8,000 \$40,000	\$33,280 \$0 \$8,320 \$41,600	\$34,611 \$0 \$8,653 \$43,264	\$130,291 \$0 \$32,573 \$162,864

Based on the existing condition of the Bis-Man Transit fleet and facilities, and the programmed activities outlined in the 2025-2028 TIP, the Bis-Man MPO believes the investments fall within category A. of the three federally defined maintenance options:

- A.) Sufficient to maintain the current SOGR condition for rolling stock,**
- B.) Insufficient to maintain current conditions, causing SOGR to worsen, or
- C.) Sufficient to improve the SOGR for rolling stock.

Overview:

Bis-Man Transit has an active TAM plan and is currently meeting their TAM performance targets.

PROOF OF PUBLIC INVOLVEMENT

Public Meeting Notice

Public Involvement in the Preparation of Draft 2025-2028 Bismarck-Mandan Metropolitan Transportation Improvement Program (TIP)

Notice is hereby given that the Bismarck-Mandan Metropolitan Planning Organization (MPO) will hold a public hearing on **Monday, July 15, 2024 at 10:00 a.m.** (in conjunction with the MPO Technical Advisory Committee meeting). The meeting will be held in the Ed “Bosh” Froehlich Meeting Room of Mandan City Hall at 205 2nd Ave NW, Mandan, ND. If you would like to participate via video or audio link for a 3-5 minute comment on the draft 2025-2028 TIP, please provide your e-mail address and contact information to mpo@bismarcknd.gov at least one (1) business day before the meeting.

The purpose of this meeting is to provide an opportunity for public involvement in the development of the draft 2025-2028 TIP. The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements, and other transportation related improvements) in the metropolitan area over the next four years, thereby making these projects eligible for federal assistance. The TIP includes metropolitan area transportation projects proposed by the following jurisdictions: Bismarck, Mandan, Lincoln, Morton County, Burleigh County, and NDDOT.

The draft TIP contains the Program of Projects or identified list of transit needs to be funded over the next four years. If there are no amendments or changes to the Program of Projects, this notice will also serve as the Final Program of Projects notice.

Furthermore, the public is notified the draft TIP will be available for review at the Bismarck Community Development Office, 221 North 5th Street, Bismarck, ND, beginning July 1, 2024. The draft TIP will also be available on the MPO web page at www.bismarcknd.gov/MPO. Following the consideration of citizen’s comments, the draft TIP will be presented to the MPO Policy Board.

The public is invited to attend the public hearing, either in person or via video or audio link; or submit written comments to the MPO no later than 5:00 pm, Friday, July 12, 2024, to PO Box 5503, Bismarck, North Dakota, 58506. Written comments should be directed to Stephen Larson and faxed (701) 222-6450 or sent to the above address. Comments may also be sent via e-mail at slarson@bismarcknd.gov. E-mail comments should be identified as public input on the draft TIP. Contact Stephen Larson, MPO Transportation Specialist at (701) 355-1848 for additional information.

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at (701) 355-1332, or email mpo@bismarcknd.gov, TTY users may access Relay North Dakota at 711 or 1-800-366-6888, at least five (5) days in advance of the meeting.

Consultation with Transportation and Planning Officials

Letters to local and regional planning officials and stakeholders (including State and local planned growth, economic development, environmental protection, airport operations and freight movement) were mailed in June of 2024 for the draft TIP with the intention to receive input on proposed TIP projects. In addition, a public meeting was advertised for the Draft TIP consistent with the requirements of the Bismarck-Mandan MPO Public Participation Plan. The Final TIP document considers and includes the responses received from the various agencies and the general public.

STATUS OF PROJECTS FOR 2023

Completion Analysis of 2023 Projects Associated with 2023-2026 TIP

In March 2024 the MPO analyzed the status of all projects programmed for completion in 2023.

Total 2023 Projects – 28

Total Projects added by amendment or modification in 2023 – 14

Total 2023 projects completed – 10

Total 2023 projects that were started but not completed – 8

**This category includes projects bid or designed in 2023 but not constructed*

Total 2023 projects that were postponed to a later date – 7

Total 2023 projects that were cancelled – 3

March 1, 2024

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

Dear Mr. Zacher:

The following is the 2023 Status Report of projects contained within the Bismarck-Mandan MPO 2023-2026 Transportation Improvement Program (TIP), as of the end of the 2023 Calendar year.

Mandan

Transportation Alternatives

1. ND 6 Shared Use Trail Phase 3 (19th St SE to Heart River Bridge) – Trail Project
 - a. Moved to 2024 (Amended, April 2023).

Urban Roads Program

1. 8th Ave NW (Old Red Trail to 24th St NW) – Reconstruction
 - a. Bid in November 2023, to be constructed in 2024.

Burleigh

Urban Roads Program

1. 66th St (Apple Creek Rd to Northgate Dr) – Reconstruction
 - a. Project cancelled (Amended, August 2023).

NDDOT

Bridge

1. I-94 (2 miles west of US 83, Tyler Pkwy, EB) – Expansion Joint Modifications, Approach Slabs, Spall Repair
 - a. Project cancelled
2. I-94 (3 miles west of US 83, Grant Marsh, EB) – Structure Paint, Median X-Overs
 - a. Completed in 2023
3. I-94 (3 miles west of US 83, Grant Marsh, EB) – Deck Overlay, Approach Slabs, Structure Paint, Spall Repair, Structure/Incidentals
 - a. Bid in 2023, to be constructed in 2024
4. I-94 (19th St separation about ½ mile east of US 83) – Structure Paint
 - a. Completed in 2023
5. I-94 (Midway and Grant Marsh Bridge) – Preliminary Engineering for a planning study
 - a. To be completed in 2024

6. I-94 (CP rail/hay creek structure 1 mile east of US 83 N and 19th St separation about ½ mile east of US 83 N) – Deck Overlay, Rail Retrofit, Approach Slabs, and Expand Joint Modifications
 - a. Completed in 2023

Safety

1. Roundabouts Statewide (ND 1804 and N Washington St intersection) – Addition of 4 roundabout signs for intersection
 - a. Completed in 2023
2. Bismarck District Highways (Various Highways) – Pavement Markings
 - a. Completed in 2023
3. Tyler Pkwy Interchange (Tyler Pkwy Interchange and Crossroad) – Signage
 - a. Completed in 2023
4. Bismarck Expressway/McKenzie Drive Interchange– Installation of wrong way detection systems
 - a. Moved to 2024 (Modification, November 2023)

Urban Regional Program

1. 7th St (Front Ave to Bismarck Expwy) – Mill and Overlay, Signal Revision, Lighting
 - a. Bid in 2023, to be completed in 2024
2. 7th/9th St (Main Ave to Boulevard Ave) – Mill and Overlay, ADA Ramps, Lighting
 - a. Bid in 2023, to be completed in 2024
3. Mandan Memorial Highway (Phase 1, extents TBD) – Reconstruction, Sanitary Sewer and Drainage
 - a. Moved to 2024 (Presented in 24-27 TIP, September 2023)
4. Mandan Memorial Highway (Phase 2, extents TBD) – Reconstruction, City Utilities
 - a. Moved to 2024 (Presented in 24-27 TIP, September 2023)
5. Mandan Memorial Highway (Phase 3, extents TBD) – Reconstruction, City Utilities
 - a. Moved to 2025 (Presented in 24-27 TIP, September 2023)

Rural

1. I-94 (East of Exit 161 Interchange to east of Menoken Interchange) – Median X-Overs, Ramp Connections
 - a. Completed in 2023
2. Hwy 1804 (Burnt Creek Loop to US 83) – Chip Seal Coat
 - a. Moved to 2024 (Modification, October 2023)
3. Statewide ITS equipment (Apple Creek Weigh in Motion sites, EB and WB, around I-94 mile marker 165) – Electronics calibration
 - a. Completed in 2023
4. Statewide ITS equipment (One location at Bismarck Expwy/ND 810, various other locations statewide) – Weigh in Motion and Automatic Traffic Recorder Maintenance
 - a. Project cancelled (Amendment, April 2023)

Carbon Reduction Program

1. State St (Calgary Ave to 43rd Ave) – Shared Use Path/Bikeway Roadside Improvements

- a. Bid in 2023, to be constructed in 2024

Bismarck

Transportation Alternatives

1. Shared Use Trail Extensions/Connections (Ash Coulee Dr from Golden Eagle Ln to Tyler Pkwy, Tyler Pkwy from north of Harp Hawk Dr to Cogburn Rd) – Trail Project
 - a. Moved to 2024 (Modification, January 2024)

Urban Grants Program

1. 3rd/4th/5th St, Rosser Ave, Broadway Ave (3rd St from Main to Rosser, Rosser from 3rd to 7th, 4th St from Rosser-Thayer, 5th St from Rosser to Thayer, and Broadway from 3rd to 4th and 6th to 7th) – mill and overlay, curb and gutter, ADA ramps, bikeway/walkway, lighting, signal revision, landscaping, signing, signal modifications, and pavement markings
 - a. Project in progress, expected to finish in 2024

Urban Roads Program

1. 43rd Ave (43rd Ave from State St to 26th St and 19th St from N Valley Loop/Yucca Ave to 43rd Ave) – Reconstruction and Widening
 - a. Completed in 2023

Projects of Local Importance

1. Ash Coulee Dr (Tyler Parkway/15th St NW to N Washington St) – Reconstruction and conversion to curb and gutter roadway
 - a. Project in progress, expected to finish in 2024

Safety

1. Rectangular Rapid Flashing Beacons (Various locations in Bismarck) – Install RRFB at up to 11 locations
 - a. Completed in 2023

Sincerely,



Stephen Larson

Bismarck-Mandan Transportation Specialist

Attch: 2023 Project List from the Bismarck-Mandan MPO 2023-2026 TIP and applicable Amendments/Modifications.

PUBLIC COMMENTS ON 2025-2028 TIP

The Draft 2025-2028 TIP was released for public comment beginning June 29, 2024. Public comments regarding the Draft 2025-2028 TIP were received until 9 am on July 15, 2024. All stakeholder comments related to the Draft TIP will be considered for incorporation into the Final 2025-2028 TIP.

APPENDIX

Glossary of Pavement Treatment Types

Glossary of Common Flexible and Rigid Pavement Treatments

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

FLEXIBLE PAVEMENTS

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

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

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

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

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

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

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

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

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

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

RIGID PAVEMENTS

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

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

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

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

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

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

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

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

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

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

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

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

FUNDING SOURCES

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

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

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

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

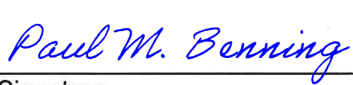
**Bismarck-Mandan Metropolitan Planning
Organization**


Signature

Policy Board chair
Title

5/21/24
Date

North Dakota Department of Transportation


Signature

Local Government Director
Title

6/17/2024
Date

2025-2028 Transportation Improvement Program (Year 2025)

Legend

YEAR

-- 2025

YEAR

+ 2025

City Limits

MPO Boundary

Missouri River



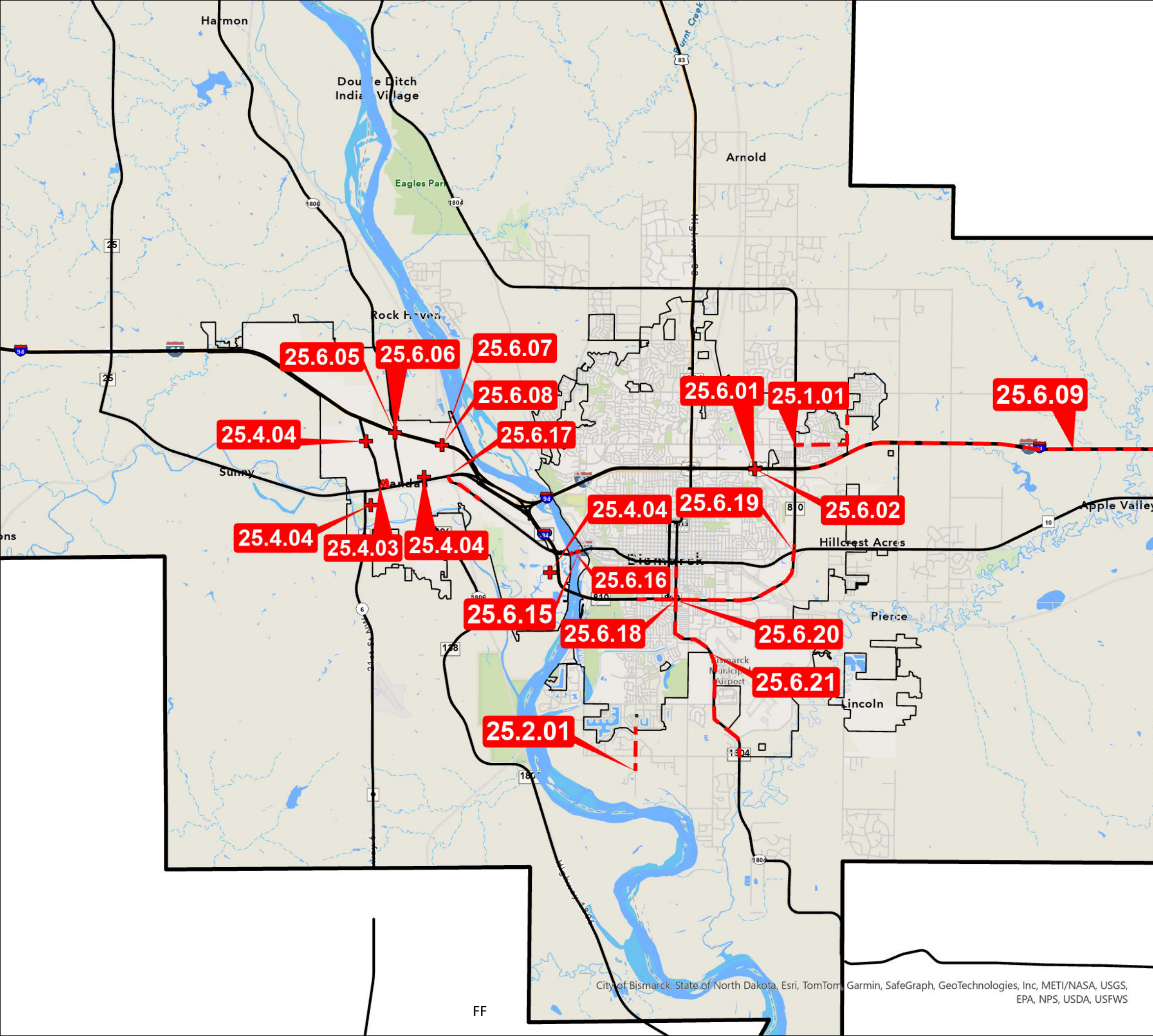
3.5

Miles

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

Map created June 2024 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.

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2025-2028 TIP Projects with Concentration of Populations in Poverty in MPO Area

Legend

YEAR

- + 2025
- + 2026
- + 2027
- + 2028
- - - 2025
- - - 2026
- - - 2027
- - - 2028

- City Limits
- MPO Boundary
- Missouri River

Population in Poverty (Census Block)

- 0% - 5%
- 5% - 10%
- 10% - 15%
- 15%+

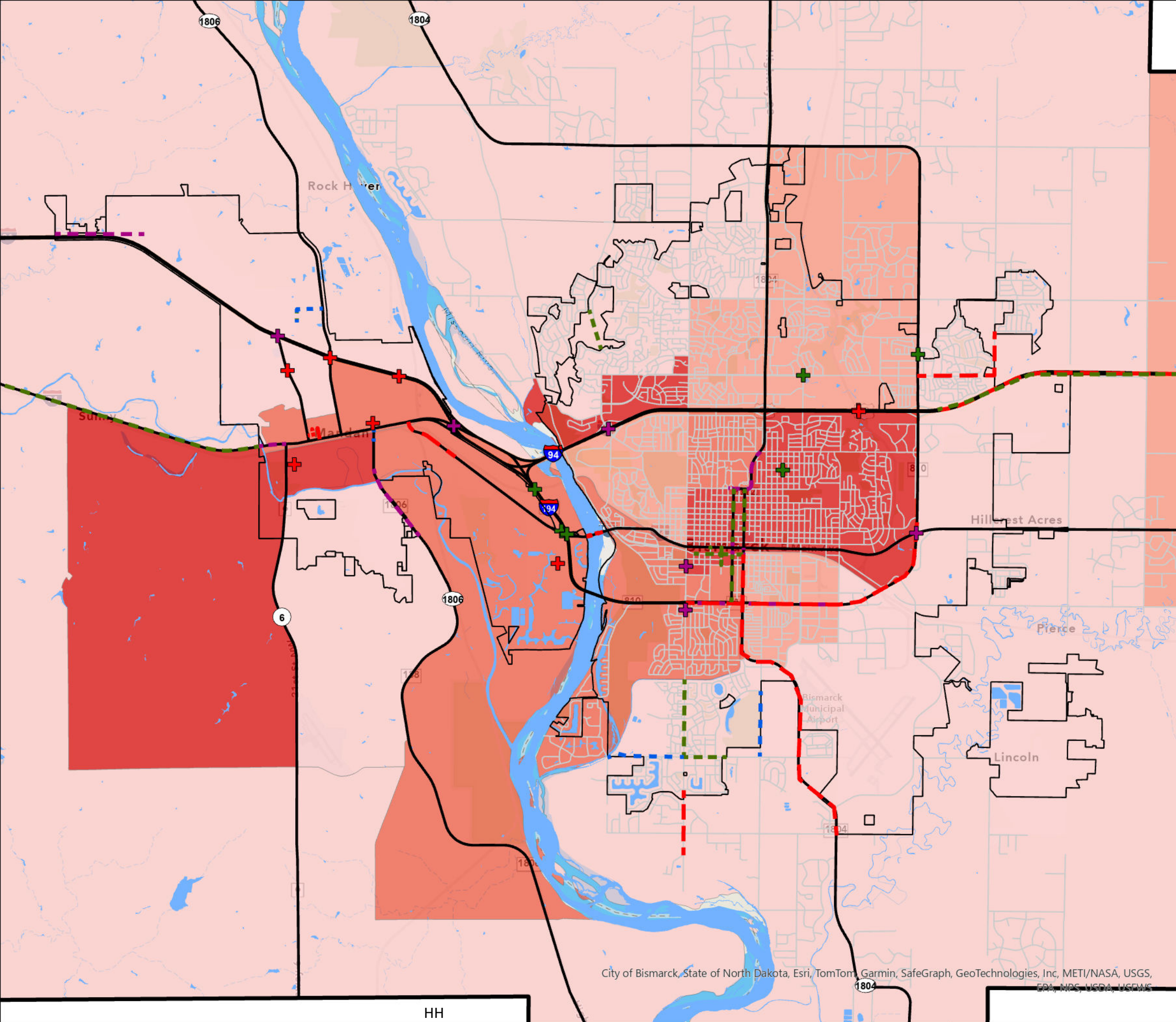


2.5

Miles

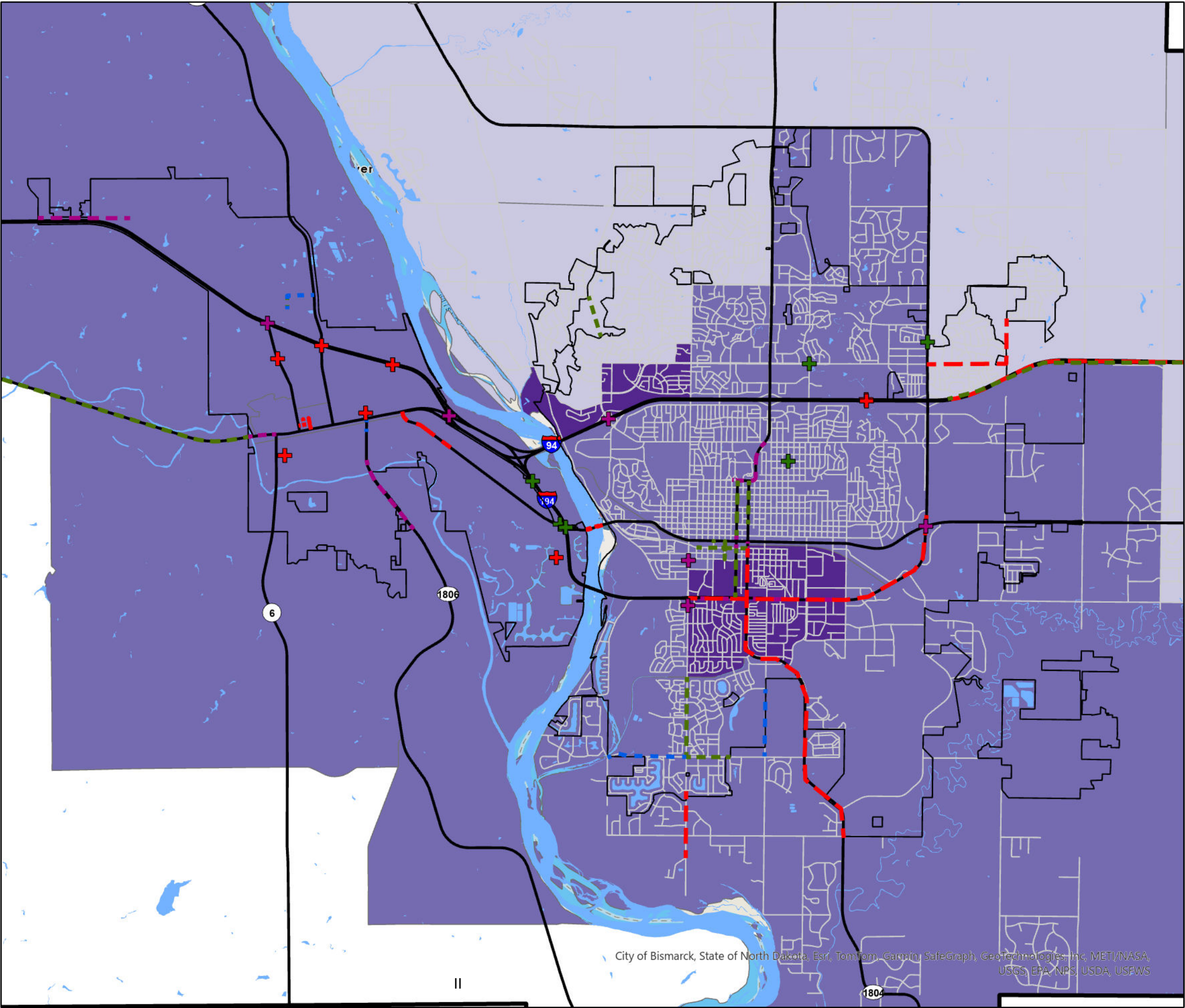
This data is for representation only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated herein.

Map created June 2024 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO, and US Census Data
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City of Bismarck, State of North Dakota, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, MPO, USDA, USFWS

HH



**2025-2028 TIP Projects with
Concentration of
Minority Populations in MPO Area**

Legend

YEAR

- 2025
- 2026
- 2027
- 2028

- City Limits
- MPO Boundary
- Missouri River

**Minority Population
(Census Block)**

- 0% - 5%
- 5% - 10%
- 10% - 20%
- 20%+



2.5

Miles

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

Map created June 2024 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO, and US Census Data
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Progress Report

Date: Sunday, July 07, 2024

Project: Bismarck-Mandan Arrive 2050 Update

To: Rachel Lukaszewski

From: Jason Carbee
Jeremy Williams

Subject: Progress Report for June 2, 2024 to June 30, 2024

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

MTP Task 1 – Project Management

- The consultants continued monthly accounting and progress reports.
- Consulting team continued internal coordination calls.
- Continued MPO-HDR-SRF team coordination calls.
- Provided updates to TAC and Policy Board meetings

MTP Task 2 – MTP Engagement

- HDR finalized materials for July 3 public engagement booth.
- HDR developed outreach materials for July 3 public engagement booth.

MTP Task 4 – Goals Objectives and Performance Measures

- HDR continued development of a draft project prioritization process.

MTP TASK 5 – Baseline System Conditions

Completed.

MTP TASK 6 – Develop and Screen Alternatives

- HDR continued refining future project list, including bicycle and pedestrian recommendations from the previous bike/ped plan.
- HDR developed draft project cost estimates.
- SRF provided pavement assessment memo.
- Requested a revised Alternatives Groupings model scenario and analyzed ATAC model runs.
- Developed draft environmental justice assessment.
- Began development of resource agency coordination letter.

MTP TASK 7 – Financial Analysis

- Finalized draft baseline funding.

Project Progress Summary

Task	Start Date	End Date	Percent Complete		Explanation / Discussion
			Period Start	Period End	
TDMSE Task 1 - Project Management	Sep-22	Aug-23	100%	100%	
TDMSE Task 2 - Outreach and Stakeholder Consultation	Sep-22	Jun-23	100%	100%	
TDMSE Task 3- TDMSE Data Needs	Sep-22	Nov-23	100%	100%	
TDMSE Task 4 - TDMSE Methodology	Oct-22	Nov-23	100%	100%	
TDMSE Task 5 - Development Scenario and Forecasts	Nov-22	Feb-23	100%	100%	
TDMSE Task 6 - Baseline Study Expectations (Forecasts)	Nov-22	Mar-23	100%	100%	
TDMSE Task 7- Allocate Socioeconomic Data	Dec-22	Aug-23	100%	100%	
TDMSE Task 8 - Model Performance Review and Validation	Feb-23	Mar- 24	100%	100%	
TDMSE Task 9 - Report	Sep-22	Apr-24	95%	100%	
MTP TASK 1 - Project Management	Jun-23	Dec-24	50%	60	Continued progress meetings, accounting, and invoicing.
MTP TASK 2 – Public Engagement	Jun-23	Dec-24	50%	55%	Next milestone July
MTP TASK 3 – Data Collection	Jun-23	Sep-23	99%	99%	
MTP TASK 4 – Goals, Objectives & Performance Measures	Aug-23	Jun-24	75%	80	
MTP TASK 5 – Baseline System Conditions	Aug-23	Mar-24	100%	100%	
MTP TASK 6 - Develop & Screen Alternatives	Jan-24	Jun-24	50%	60%	
MTP TASK 7 – Financial Plan and Implementation Schedule	Oct-23	Aug-24	20%	30%	
MTP TASK 8 – MTP Document Development and Review	Jun-24	Dec-24	0%	0%	
Project Totals	Sep-22	Dec-24	66%	71%	


**BOLTON
& MENK**

Real People. Real Solutions.

Safe Routes to Services Monthly Progress Report #8

Submission Date:

July 3, 2024

Performance Period:

May 25, 2024 – June 30, 2024

Project:

Safe Routes to Services

BMI Job No.: OT4.131300

Recipient: Bismarck-Mandan
MPO

Prime Consultant:

Bolton & Menk

Dear Ms. Riepl:

Enclosed is Bolton & Menk's invoice for the Bismarck-Mandan Safe Routes to Services project, for the period ending June 30, 2024. The total fee for work completed during this time period is \$18,071.80. A brief overview of the project progress is provided below.

Tasks complete to date:

Task	% Billed	% Complete
Task 1: Project Management	38.7%	50.9%
Task 2: Public Participation	71.3%	65.0%
Task 3: Steering Committee Meetings	46.0%	46.1%
Task 4: Investigate Issues	98.4%	100.0%
Task 5: Identify Alternatives	68.6%	39.9%
Task 6: Implementation Strategies	8.6%	6.6%
Task 7: Engagement Vendors & Direct Expenses	53.7%	53.7%
Total:	54.1%	48.5%

Summary of Activities Within Invoice Period:

Task 1: Project Management

- Coordination with the project team and BMMPO
- Task and budget management
- MPO TAC meeting
- MPO Policy Board meeting

Task 2: Public Participation

- StoryMap published and pushed out for project
- Pop-up with Ministry on the Margins and Open House at Dream House
- KVRr Interview

Task 3: Steering Committee Meetings

- Steering Committee Meeting #3 – preparation

Task 4: Investigate Issues

- Task Complete

Safe Routes to Services – Monthly Progress Report (cont.)

Task 5: Identify Alternatives

- Correlation of Steering Committee input for hot spot identification
- Updated mapping
- Analyzed data and engagement to narrow down areas for review at the next Steering Committee meeting
- Started laying out summary sheets

Task 6: Implementation Strategies

- Laying out draft report

Task 7: Engagement Vendors & Direct Expenses

- Ministry on the Margins hosted listening session
- Pop-up event expenses

Required Action by BMMPO:

- None in this reporting period

Problems Encountered:

- None in this reporting period

Summary of Project Decisions:

- None in this reporting period

Out of Scope Services:

- None in this reporting period

If you have any questions, please do not hesitate to call me at (701) 306-1670.

Sincerely,

Bolton & Menk, Inc.



Mike Bittner, PE, PTOE, PTP, RSP, PMP, IMSA II
Senior Transportation Project Manager

Bismarck-Mandan MPO

TIP 2024-2027 Administrative Modification

Project Year(s) 2025

Entity	Project	Federal	State	Local	Total	Federal Funding Source
MANDAN	24.4.01 (old) 25.4.04 (new)	\$198,000	\$0	\$22,000 (Mandan)	\$220,00	HEU

Project Description:

This project is for a project to install RRFB at 4 locations in Mandan, as recommended by the School Safety Crossing Study. This modification moves the project from funding year 2024 to 2025. The PCN is 24054.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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

Bismarck-Mandan MPO

TIP 2024-2027 Administrative Modification

Project Year(s) 2025

Entity	Project	Federal	State	Local	Total	Federal Funding Source
MANDAN	24.4.02 (old) 25.4.05	\$416,384	\$0	\$98,115 (Mandan Parks)	\$23922	TAU

Project Description:

This project is for the phase 3 construction of a shared use trail on the east side of ND 6 in Mandan (from 19th St SE to Heart River Bridge). This modification moves the project from FY 2024 to 2025, while all other project details remain unchanged. The PCN is 23922.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

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