

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

**FROM: Steve Saunders, MPO Executive Director**

**DATE: September 8, 2020**

**RE: TAC Meeting**

There will be a meeting of the Bismarck-Mandan MPO Technical Advisory Committee on **Monday, September 14, 2020, at 10:00 AM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Office Building at 221 N. 5<sup>th</sup> Street, Bismarck, ND.

Due to ongoing public health concerns related to COVID-19, citizens are encouraged to provide their comments for agenda items via email to [mpo@bismarcknd.gov](mailto:mpo@bismarcknd.gov). Please include which item number your comment references. The comments 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 prior to the day of the meeting. If you would like to appear via video or audio link on an agenda item, please provide your e-mail address and contact information to the above e-mail at least 1 business day before the meeting.

The physical meeting room will be open to the public, but we certainly understand the public wishing to limit their exposure at this time but still participate in government. Before entering the meeting facility, all individuals should self-screen for COVID-19 symptoms or potential exposure and if unable to pass the screening protocol, will be requested to participate remotely in the meeting for the public’s safety. Some of the Technical Advisory Committee members may attend this meeting remotely. The number of participants to be in person will be physically limited to a maximum total number of occupants in the Commission chambers that can maintain social distancing. To adhere to public health recommendations to minimize public gatherings during this COVID-19 situation, the following options are being offered to accommodate public attendance and participation in Technical Advisory Committee meetings:

As always, live meeting coverage is available on Government Access Channels 2 & 602HD, Radio Access at 102.5 FM Radio, or stream [FreeTv.org](http://FreeTv.org) and [RadioAccess.org](http://RadioAccess.org). Agenda items can be found online at [MPO Technical Advisory Committee](http://MPO Technical Advisory Committee).

**AGENDA**

1. MINUTES  
Review and Possible Approval of Minutes from August 17, 2020 Meeting . . . . . 3
2. 2021-2022 UNIFIED PLANNING WORK PROGRAM (UPWP)  
2021-2022 UPWP (Exhibit A) – Rachel Drewlow, MPO. . . . .9  
**ACTION ITEM:** 2021-2022 UPWP
3. US HIGHWAY 83/71<sup>ST</sup> AVE INTERCHANGE – Steve Saunders, MPO  
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**ACTION ITEM:** Recommendation: Interchange or At-Grade Intersection and ROW Needs

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5.	2020 ORTHO-IMAGERY & TOPOGRAPHIC MAPPING PROJECT Progress Report (Exhibit D) – Tyler Kaebisch, Ayres & Associates . . . . .	63
6.	2020 PAVEMENT CONDITIONS & ANALYSIS REPORT Progress Report (Exhibit E) – Kurt Keifer, Gorrondona & Associates, Inc. . . . .	65
7.	INTERSECTION ANALYSIS STUDY Progress Report (Exhibit F) – Mike Bittner, KLJ . . . . .	67
8.	ND HIGH CRASH LOCATIONS 2017-2019 High Crash Locations (Exhibit G) – Rachel Drewlow, MPO . . . . .	69
9.	2020-2023 TIP ADMINISTRATIVE MODIFICATION Project 20.4.03, Mandan Main Street Improvements (Exhibit H) – Rachel Drewlow, MPO . . .	79
10.	TRANSPORTATION CONNECTION ND’s Statewide Transportation Plan (Exhibit I) – Stewart Milakovic, NDDOT & Evan Enarson-Hering, Cambridge Systematics . . . . .	81
11.	OTHER BUSINESS FAST ACT EXPIRATION FUNDING IMPACT TO MPO – Wayne Zacher, NDDOT	
12.	ADJOURNMENT	

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Next scheduled TAC meeting is on 10/19/2020. Please call 701 355-1848 with questions.

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

**PROJECTS UPDATE**

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
Metropolitan Transportation Plan	100	2/29/2020
Intersection Analysis Study	75	12/31/2020
2020 Ortho/Topo Mapping Project	90	11/30/2020
2020 Pavement Conditions & Analysis Report	58	12/31/2020

**WEBSITES**

<u>Project</u>	<u>Website</u>
Metropolitan Transportation Plan	<a href="#">Arrive 2045 MTP</a>
Intersection Analysis Study	<a href="https://www.BisManIAS.com">https://www.BisManIAS.com</a>

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
AUGUST 17, 2020**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met on August 17, 2020, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Office Building, 221 N. 5<sup>th</sup> Street, Bismarck. Steve Saunders presided.

Members present or participating via Zoom were Ben Ehreth, Chuck Peterson, Dan Schriock, Gabe Schell, Deidre Hughes, John Van Dyke, Justin Froseth, Ken Nysether, Mitch Flanagan, Tyler Wollmuth, Wayne Zacher, and Steve Saunders.

Members absent from the meeting were John Saiki and Natalie Pierce.

Others present or participating via Zoom were Rachel Drewlow and Kim Riepl, Bismarck-Mandan MPO; Mike Bittner, KLJ; Tyler Kaebisch, Ayres Associates; and Kurt Keifer, Gorronzona & Associates, Inc.

**MINUTES**

Chair Saunders called for consideration of the minutes from July 20, 2020.

MOTION: Mr. Ehreth made a motion to approve the July 20, 2020 minutes as presented. Mr. Peterson seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Gabe Schell, Deidre Hughes, John Van Dyke, Justin Froseth, Ken Nysether, Mitch Flanagan, Tyler Wollmuth, Wayne Zacher, and Steve Saunders voting in favor, the minutes of the July 20, 2020 meeting were approved.

**2021-2024 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
2021-2024 Draft TIP Presentation**

Mr. Saunders reported there had been approximately 20 changes made to the 2021-2024 Draft TIP since it was introduced at the June meeting. He presented the changes, as outlined in the “Revisions to Draft 2021-2024 Transportation Improvement Program”. (*See Attachment to the Minutes.*) He stated there had been a (15-day) public comment period and no comments had been received. Additionally, this meeting had been advertised as a public hearing for the 2021-2024 Draft TIP.

**Public Hearing**

Chair Saunders opened the public hearing and called for comments.

Mr. Schell asked if the project reference number would be re-sequenced in the event a project drops out of the order. Ms. Drewlow stated the numbers would not be re-sequenced and explained that if a project moves into a different year or is removed from the TIP, the code

number for that project is no longer used as it is unique to that project. This allows staff to better track the projects in the GIS shapefiles. If the reference number is updated, the previous code number is noted within the GIS file.

Mr. Schell noted three projects incorrectly listed the lead agency as Bismarck and on all three it should be North Dakota Department of Transportation (NDDOT). Those project numbers are: 21.1.05; 24.1.02; and 24.1.03. Ms. Drewlow indicated the change would be made prior to presenting the draft document to Policy Board for approval

Seeing and hearing no further comments, Chair Saunders closed the public hearing.

**MOTION:** Mr. Schell made a motion to recommend approval of the 2021-2024 Draft Transportation Improvement Program with the changes to lead agency on the three projects as noted. Mr. Froseth seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Gabe Schell, Deidre Hughes, John Van Dyke, Justin Froseth, Ken Nysether, Mitch Flanagan, Tyler Wollmuth, Wayne Zacher, and Steve Saunders voting in favor, the motion was approved.

### **2021-2022 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Ms. Drewlow introduced the Unified Planning Work Program as a description of multi-modal projects in the Bismarck-Mandan MPO area in the calendar years of 2021 and 2022. She noted the biennial document is the foundation for requesting federal funds and is a control tool for scheduling, budgeting, and monitoring the transportation planning process.

She further stated that although the UPWP document is a federal requirement, no public comment period is required. However, it must be approved by TAC and Policy Board. Therefore, the draft document will be shared in August with the final document presented in September for approval. She asked that any suggested changes or corrections to the document be provided to the MPO by September 4, 2020.

Ms. Drewlow detailed the document in its entirety and indicated there was one special item to note with this UPWP. She recalled a discussion at a previous TAC meeting regarding the adjustment of the base year of the travel demand model from 2020 to 2021. Due to the need to procure data for the model in 2021, staff felt it would be most efficient in terms of time and planning studies to combine the TDMSE (Travel Demand Model Socio-Economic) update with the next MTP (Metropolitan Transportation Plan). The process of combining the MTP (formerly known as the Long Range Transportation Plan or LRTP) with another study is not without precedent as the MPO has once before combined the LRTP with a Transit Development Plan (TDP). This means that the TDMSE project and the MTP update will be in the same contract. Regarding the UPWP, the TDMSE project is planned for 2022 once the collection of the 2021 transportation data has been completed. After that, in 2023 and 2024, the MTP update will be performed. Because it is outside the scope of 2021-2022, the MTP is not listed in the 2021-2022 UPWP, but it is referred to.

Mr. Saunders noted, referring to the 2021 budget, that based on historical perspective this is a lean budget. He cautioned that while 2021 will allow the MPO and jurisdictions to save some money they must also remain cognizant of the balance of the MPO's CPG (consolidated planning grant). It's necessary to maintain a balance that is not too large, as he recalled some of the Bismarck-Mandan MPO's CPG funds were taken and redistributed to another MPO in the past due to having too high a balance. He added that 2021 would be an excellent year for the

inclusion of a non-budget study item if any of the jurisdictions have the need and local match.

### **INTERSECTION ANALYSIS STUDY**

Mr. Bittner announced the alternatives assessment report had been completed and comments had been received over the past month. Edits to the report have been made and the report and updated website content is live as of today (August 17).

August 17 marks the beginning of the virtual public input meeting and he encouraged everyone to go to [www.BisManIAS.com](http://www.BisManIAS.com) where there is an online survey. The map-based survey will be a useful tool in gathering comments on the 65 different intersections in the study.

There will also be an online Question & Answer session held on September 1 from noon until 1:30 pm in addition to the survey. There is also a recorded video on the website of the presentation further explaining the purpose and process of the study and provides a tutorial to the online map-based survey.

The virtual public engagement opportunity has been marketed using mailed postcards, social media, press release and news reports in an effort to ensure it is very successful.

The playbooks for the cities of Mandan and Bismarck have been started within the past month and will continue to be developed in the next month.

### **2020 PAVEMENT CONDITIONS & ANALYSIS REPORT**

Ms. Drewlow announced the data collection for the project successfully wrapped up on Saturday, August 15. The data collection team shipped the pavement data to the office in Austin where it is being processed. The processing will likely take between three and four weeks. In this interim, Gorrondona & Associates plans to reach out to all five jurisdictions to discuss how they would like this data to be imaged and customized within the Paver software.

The project had a very successful public engagement opportunity (August 4, 2020) with two interviews provided to two separate local news channels. The project seems to be getting a lot of positive press and is moving along nicely.

### **2020 ORTHOPHOTOGRAPHY/TOPOGRAPHIC MAPPING PROJECT**

Mr. Kaebisch recalled the pilot project area had been completed, delivered, and gone through the comment period. The imagery is being processed and is currently in the AT (aerial triangulation) process for the entire project. The AT is approximately 75% complete and the LIDAR bare earth edits are done. The hydro breakline extraction process is also near completion. The delivery and review period for the entire project will be coming up in September. The project, overall, is now approximately 85% complete.

### **2020-2023 TIP ADMINISTRATIVE MODIFICATION**

Chair Saunders stated this item was tabled until the September meeting as there were still some open questions.

## **OTHER BUSINESS**

### **Transportation Connection**

Mr. Saunders indicated Exhibit G in the packet is being shared at the request of Stewart Milakovic of NDDOT. It is supplemental information to the information presented at the July TAC meeting regarding the state's update to its Long Range Transportation Plan. The name of the plan is Transportation Connection.

### **Solicitation Schedule**

Ms. Drewlow reminded the TAC and MPO stakeholders the first round of solicitations for TA (Transportation Alternatives) projects had gone out. However, no project applications had been received. She reminded them the MPO is accepting TA applications through September 30 so there is still time to get them submitted.

The Bismarck-Mandan MPO plans to solicit for the remaining grant programs within the next two weeks. The intent is to give jurisdictions about 6 weeks to prepare their applications. The remaining programs are the Highway Safety Improvement Program (HSIP), the Urban Regional Program, and some follow-up on the Urban Roads Program.

### **NDDOT Response Regarding US Highway 83 & 71<sup>st</sup> Avenue Intersection Access**

Mr. Ehreth disclosed conversations had taken place between the City of Bismarck and NDDOT regarding an interchange at US Highway 83 and 71<sup>st</sup> Avenue which had been identified as a potential viable alternative in the Highway 83 Corridor Study. He indicated an interchange at this location could impact local property and fringe area road connections in the area such as Yukon Drive, a potential future north/south collector.

Direction has essentially been provided by NDDOT regarding the future character of some of those collectors such as Yukon Drive, as well as 64<sup>th</sup>, an east/west collector. He noted discussions will likely be ongoing and brought back to the MPO as it has been made clear the MPO has had previous planning efforts related to this area.

Chair Saunders stated he would like to have this topic as an agenda item for the September TAC and Policy Board meetings.

## **ADJOURNMENT**

There being no further business, the meeting was adjourned at 10:46 a.m., with the next scheduled meeting to take place on September 14, 2020, at 10:00 am.

Respectfully Submitted,

Kim Riepl  
Recording Secretary

APPROVED:

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Steve Saunders, Chair

## REVISIONS TO DRAFT 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

THIS SUMMARY OF REVISIONS TO THE DRAFT 2021-2024 TIP IS PROVIDED AS A SUPPLEMENT TO THE REVISED DRAFT 2021-2024 TIP DURING THE PUBLIC COMMENT PERIOD. IT IS NOT A PART OF THE DRAFT 2021-2024 TIP DOCUMENT

REFERENCE NUMBER	REVISED REFERENCE NUMBER	REVISION MADE	LEAD AGENCY	DESCRIPTION
22.1.03		New TA project added	Bismarck	Bismarck Public Schools Safety Improvement Project
22.4.01		New TA project added	Mandan	Old Red Trail Phase 2 Shared Use Path
22.6.09		Superscript added	NDDOT	# - "Projects funded in 2022 but will be constructed in 2023"
22.6.10		Superscript added	NDDOT	# - "Projects funded in 2022 but will be constructed in 2023"
23.6.02	25.6.01	Project moved to year 2025, removed from TIP	NDDOT	Bridge-1 m. e/o US 83 N, RR Hay Creek, EB (structure paint)
23.6.03	25.6.02	Project moved to year 2025, removed from TIP	NDDOT	Bridge-1 m. e/o US 83 N, RR Hay Creek, WB (structure paint)
23.6.12	24.6.09	Project moved to 2024	NDDOT	Urban-I-94 2 m. e/o US 83 N, EB, Centennial/Bis Expy (structure/incidentals, ramp revisions)
23.6.13	23.6.12	Changed project number *		*The changes to projects numbers were a result of the addition or removal of other projects within either year 2023 or 2024. Project numbers were changed to maintain sequential order. There were no changes to the projects themselves.
23.6.14	23.6.13	Changed project number *		
23.6.15	23.6.14	Changed project number *		
23.6.16	23.6.02	Changed project number *		
23.6.17	23.6.03	Changed project number *		
24.1.02		New Safety project added	Bismarck	Expressway & Washington pedestrian crossings
24.1.03		New Safety project added	Bismarck	Bismarck Expressway Lighting
24.1.04		New Safety project added	Bismarck	Rectangular rapid flashing beacons (RRFB)
24.4.01		New Safety project added	Mandan	Rectangular rapid flashing beacons (RRFB)
		Updated maps		Project extents, additions, and removals
		Added key code		Appendix HH – Funding Sources
		Text Revision, Regionally Significant Projects, page 24, item 4, changed to read:		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.
		Text Revision, Regionally Significant Projects, page 24, Paragraph 4:		Removed reference to developer funded roadways.

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2021-2022  
UNIFIED PLANNING WORK PROGRAM

DRAFT

THE SIGNATURE ON THE LINE THAT FOLLOWS CONSTITUTES THE OFFICIAL ADOPTION OF THE 2021-2022 UNIFIED PLANNING WORK PROGRAM (UPWP) BY THE BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION (MPO). THE UPWP WAS ADOPTED ON \_\_\_\_\_.

\_\_\_\_\_  
GERARLD WISE, CHAIRPERSON  
BISMARCK-MANDAN MPO

\_\_\_\_\_  
DATE

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION**  
**UNIFIED PLANNING WORK PROGRAM**  
 January 2021 through December 2022

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## **INTRODUCTION**

The Unified Planning Work Program (UPWP) is a description of the multi-modal transportation planning projects that will be conducted in the Bismarck/Mandan MPO area in calendar years 2021 and 2022. This biennial document is the foundation for requesting federal funds as well as a control tool for scheduling, budgeting and monitoring the transportation planning process.

The 2021-2022 UPWP was developed with the input of the North Dakota Department of Transportation (NDDOT), Federal Transit Administration (FTA), and Federal Highway Administration (FHWA), Bis-Man Transit and the jurisdictional partners of the MPO (Bismarck, Lincoln, Mandan, Burleigh County and Morton County). Also, public input from previous MPO studies were used to form the 2021-2022 UPWP.

The 2021-2022 UPWP is the MPO's budgeting action tool that takes the goals and projects from the active MPO Metropolitan Transportation Plan (2020-2045 Arrive 2045) and formats the chosen projects into a budgeting action plan.

It is hoped that this 2021-2022 UPWP will not only provide the MPO with a very useful budgeting, scheduling and monitoring tool, but will also provide an understandable expectation of what the MPO will endeavor in 2021 and 2022, with the public's help.

## **UPWP NEW ADDITIONS**

This UPWP will address changes to our work products resulting from the COVID-19 epidemic. Reductions in travel during 2020 (the intended base year or our next model) affects the timing of our model update and resulting TDMSE and MTP updates. Additionally, reductions in local sales tax revenue is expected to limit our jurisdictions' ability to partner on planning studies. Therefore, we have reduced our expenditure for planning studies in 2021 (Task 204) and shifted our planned data acquisitions from 2021 to 2022 (Task 204). Planned studies in 2022 have not been as severely limited, and MPO staff will be monitored the situation for potential additions to Task 204 in the 2022 work program.

Through the document, work tasks were revised to more accurately reflect the changing activities and roles of MPO staff. These revisions will make it easier to record staff time dedicated to major work activities, and better plan for time allocation in the future.

The 2020-2045 Metropolitan Transportation Plan adopts the federal goals areas established through MAP-21 and FAST Act legislation:

1. Safety and Security
2. Infrastructure Conditions
3. Congestion Reduction
4. System Reliability for Freight Movement and Economic Vitality
5. Alternative Transportation Modes to Automobile Travel
6. Environmental Sustainability
7. Reduced Project Delay

Following is a table which identifies which MTP Goals are addressed by the 2021-2022 UPWP identified Studies.

MTP Goals

	1	2	3	4	5	6	7
Continuation of Intersection Analysis Study	x	x	x	x		x	x
Travel Demand Model and Socio-Economic Update (connected with the 2025-2050 Metropolitan Transportation Plan Update)	x	x	x			x	
ITS Update	x	x	x			x	
Sunset Corridor Study	x		x	x		x	x
Socio-Economic Data Purchase	x		x	x	x		
Origin-Destination Data Purchase	x		x	x			
Supplemental Traffic Counting	x				x		

The MPO can move funding between tasks to an amount up to 10% of the total cumulative yearly amount, without North Dakota Department of Transportation (NDDOT) and Federal Highway Administration/Federal Transit Administration (FHWA/FTA) approval. Funding added over the contract amounts, new projects, or budgetary changes in excess of 10% (cumulative yearly amount) will continue to require NDDOT and FHWA/FTA approvals of amendments to the UPWP. In addition, the MPO must advise the NDDOT and FHWA/FTA of any budgetary changes within the 10% limits described above.

## **TIMELINE FOR METROPOLITAN TRANSPORTATION PLAN**

- 2021
  - Develop RFP for a joint study: Travel Demand Model and Socio-Economic Update (TDMSE) **AND** the 2025-2050 Metropolitan Transportation Plan [1-2Q]
  - Purchase Socio-Economic Data (Household and Employment Estimates) [2-3Q]
  - IF NEEDED: ‘Clean-Up’ Socio-Economic Data [3-4Q]
  - Update the Traffic Analysis Zone (TAZ) Structure and roadway network to reflect current conditions [3-4 Q]
  - Purchase Origin-Destination Data to be used to calibrate the updated TDM [3-4Q]
- 2022
  - Execute the Travel Demand Model and Socio-Economic Update (TDMSE) [1Q]
  - Assess the need for additional data for the MTP and TDM [1Q]
  - Determine Forecast Methodology and Growth Scenarios [1-2Q]
  - Develop the baseline population and employment estimates and the 2045 projections [1-2Q]
  - Allocate future residents and employees by TAZ (2035-2045 mid, 2045-2050 long) [1-2Q]
  - Review the current Travel Demand Model [2-3Q]
  - ATAC updates Travel Demand Model (TDM) [3-4Q]
- 2023
  - Begin 2025-2050 MTP update [1Q]
- 2025
  - Adoption of 2025-2050 MTP [1Q]

## **PLANNING EMPHASIS AREAS**

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have encouraged MPOs to give prioritization in project selection to the following Planning Emphasis Areas: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity.

The 2021-2022 UPWP contains several projects that embrace these concepts. The Transportation Performance Management (Task 201) will aid the MPO in its implementation of performance-based planning and reporting of performance measures under MAP-21 Implementation.

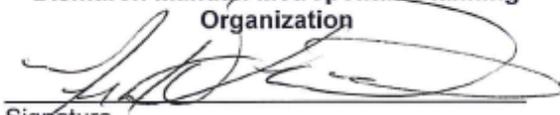
Routine updates to the Transit Development Plan (Task 204) and Transportation Demand Model (Task 203), as well as the continuation of the Freight Advisory Committee and Bicycle-Pedestrian Subcommittee (Task 201), embrace the concepts set out in the Ladders of Opportunity program. These efforts will help the MPO coordinate with other community entities (healthcare, schools, police, etc.) to create opportunities for non-motorized movement and access to employment.

**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 1101(b) of the FAST Act (Pub. L. 114-357) 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

Chair, BmmPO Policy Board

Title

07/21/20

Date

**North Dakota Department of Transportation**

Signature

Title

Date

## **BISMARCK-MANDAN MPO ACTIVITIES SUPPORTING TITLE VI AND ENVIRONMENTAL JUSTICE**

The MPO recognizes Title VI and Environmental Justice requirements as they relate to the planning process. The requirements directly affect such elements within the planning process including, but not limited to, plan development, public involvement, and project management decisions.

### **Title VI of the Civil Rights Act of 1964**

Title VI of the Civil Rights Act of 1964 states: “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

The Bismarck-Mandan MPO Policy Board approved changes to the MPO’s Title VI and Non-Discrimination/ADA Plan in July 2016. Updated last in 2017, this document provides policies prohibiting discrimination on the basis of race, color, or national origin. The Title VI/ADA Coordinator is identified within the Title VI Plan and contact information is also provided.

There is also a section within the document which provides information, forms and instructions relative to filing complaints in the event any individual feels he/she has been discriminated against in the MPO’s programs or processes.

The Title VI and Non-Discrimination/ADA Plan is subject to annual audits performed by the Title VI/ADA Coordinator in conjunction with MPO staff to assess the program’s effectiveness at all levels and to ensure continued compliance with Title VI requirements. The audits are completed each year by March 31 following the reporting year ending December 31.

The Title VI and Non-Discrimination/ADA Plan contains a section which includes a list of MPO staff and appointed positions within the MPO, including the Technical Advisory Committee and Policy Board. It identifies how each position is appointed and details the responsibilities of each as it relates to Title VI.

Additionally, training programs for all MPO employees on Title VI and other related statutes are conducted annually, and will consist of, minimally, one hour of training per reporting period.

Bismarck-Mandan MPO maintains maps within the Title VI and Non-Discrimination/ADA Plan indicating high concentrations of minority, low-income, and elderly and limited English proficiency populations for consideration in planning and programming activities.

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

## **Environmental Justice**

Executive Order 12989, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.

Bismarck-Mandan MPO's Public Participation Plan, originally adopted May 2010, requires the evaluation of adverse impacts through MPO activities to "Environmental Justice" groups including low-income and minority populations. The MPO maintains maps with high concentrations of minority, low-income, limited English proficiency, and elderly populations for consideration in planning and programming activities. These maps are included in the Title VI and Non-Discrimination/ADA Plan, the 2015-2040 Long Range Transportation Plan (the Metropolitan Transportation Plan, or MTP, updated every five years), and the Transportation Improvement Program (updated annually). The socio-economic data used to maintain the maps is utilized in a variety of applications, including MPO studies and the production and updating of the Bismarck-Mandan Metropolitan Planning Organization Monitoring Report.

Further, the MPO seeks the active participation of Environmental Justice populations in the planning process as identified in the Public Participation Plan. The document indicates that meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Contact information for the Title VI/ADA Coordinator is provided within the Title VI Plan and is also provided on MPO meeting agendas and on the MPO webpage to ensure accessibility by individuals with disabilities to request appropriate provisions, auxiliary aids, or services for meeting facilities or materials. Forms, along with complete instructions, to request reasonable accommodations and processes for filing of complaints about violations are also provided.

Bismarck-Mandan MPO maintains a database of approximately 220 transportation stakeholders within the Bismarck-Mandan Metropolitan Planning Area (MPA). The stakeholders are sent notification and/or draft copies of various studies and programs including, but not limited to, the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP), as well as newsletter updates which provide information on MPO activities. A variety of organizations representing low-income, minority, and elderly agencies and advocacy groups are on the MPO stakeholder list.

Bismarck-Mandan MPO continues to increase accessibility to its programs and activities by all applicants, participants, and members of the public regardless of race, color, national origin, sex, age, disability, or income status and has recently installed display racks containing the Title VI and Non Discrimination/ADA Plan, the Title VI Policy Statement, LEP Plan, ADA reasonable accommodations request forms, Title VI complaint forms and procedures, and newsletters at the entrances of the MPO work site. Additionally, forms, documents, meeting information, and study updates are made accessible via social media using Facebook to link to the MPO webpage. Copies of adopted programs and plans, such as the TIP and the MTP, as well as final reports of

adopted MPO studies are made available through the public libraries in both Bismarck and Mandan.

## **ADMINISTRATION**

100

**101 ADMINISTRATION, COORDINATION & TRANSPORTATION PERFORMANCE  
MANAGEMENT  
2021-2022**

**Objective:**

The MPO manages and coordinates the accounts, records, agreements, and administration of contracts for the Unified Planning Work Program and the Bismarck-Mandan Metropolitan Planning Organization. This task provides the necessary coordination and communications between the various agencies in the Bismarck-Mandan Metropolitan area and provides for citizen information and involvement. This task uses Transportation Performance Management processes and follows performance-based planning and programming practices.

**Present Status:**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) is presently staffed with an Executive Director, a Transportation Planner, and a Transportation Specialist, who are responsible for coordinating MPO activities with the various entities within the boundaries of the MPO, which represents the MPO's operational and technical agencies. Work accomplished under this task in 2020 included reporting and billing activities and preparations for and attendance at the Technical Advisory Committee (TAC) and MPO Policy Board Meetings.

**Proposed Work:**

Compile and maintain records of MPO work in progress as performed by individual consulting companies and submit them to the North Dakota Department of Transportation. Prepare monthly billings for MPO activities in progress as outlined in the Unified Planning Work Program and receive and disburse funds received for these MPO activities.

The MPO provides liaison activities to the MPO's membership including preparation of agendas and minutes, scheduling and attendance at Technical Advisory Committee (TAC) and MPO Policy Board meetings. The MPO also takes the leadership in the development and implementation of the Metropolitan Transportation Plan and other required elements of the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act, including updating of the Unified Planning Work Program, Transportation Improvement Program, and other MPO actions where necessary and appropriate.

**Products:**

Products of the MPO include formal meetings of the MPO Policy Board and Technical Advisory Committee (TAC) and submission of billings and monthly activity summaries, coordination and management of all MPO accounts and records.

The MPO produces a Transportation Improvement Plan every year, a Metropolitan Transportation Plan and Transit Development Plan approximately every 5 years, and a Public Participation plan, Freight Plan, and Bicycle-Pedestrian Plan as needed.

Completion Date:  
Ongoing Activity.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
General Staff Administration of MPO Program*	\$220,198	\$213,353
Direct Administration Costs Charged from Bismarck**	12,000	12,000
Office Space Rental/ Parking	12,500	15,240
Office Equipment and Supplies	1,000	1,000
Telephone Service	1,250	1,250
Mileage (Local)	500	500
Postage	1,250	1,250
Printing	1,250	1,250
Direct Miscellaneous Costs	6,375	1,000
Administrative Charge (Bismarck)		
TOTAL	256,324	246,843

Proposed Source of Funds:

CPG (80% or less)	205,059	197,474
Local (20% or greater)	51,265	49,369
TOTAL	256,324	246,843

\* Staff includes 3 full-time members (1 Executive Director, 1 Transportation Planner, 1 Transportation Specialist)

\*\*Charged Costs from Bismarck include Human Resources, Fiscal Services, and Attorney/Administration.

**101 ADMINISTRATION, COORDINATION & TRANSPORTATION PERFORMANCE  
MANAGEMENT**

**100.101.00**

(All Amounts in Dollars \$)

**YEAR 2021**

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	256,324	205,059	51,265	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
<b>TOTAL</b>	<b>256,324</b>	<b>205,059</b>	<b>51,265</b>	

**YEAR 2022**

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	246,843	197,474	49,369	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
<b>TOTAL</b>	<b>246,843</b>	<b>197,474</b>	<b>49,369</b>	

**102 TRAINING/TRAVEL AND EDUCATION  
2021-2022**

**Objective:**

To provide MPO support staff with appropriate skills to carry out the comprehensive, continuing and coordinated Transportation Planning Process.

**Present Status:**

Training activities undertaken during 2020 have been affected the COVID -19 pandemic. Planned conferences in Boise, ID were cancelled.

**Proposed Work:**

The MPO will encourage staff attendance at selected national/local short courses, seminars and conferences. The MPO will work with other MPOs, FHWA, FTA and the NDDOT to develop and support local training programs. Continuation of the COVID-19 pandemic may affect attendance at future conferences and trainings, included cancellation, non-attendance or virtual attendance. Task funding dedicated to the 2021 year has been reduced in anticipation of reduced travel or remote participation. Funding dedicated to 2022 has been maintained in expectation of increased ability to travel in the future.

**Products:**

To foster a more informed, capable and efficient staff.

**Completion Date:**

Ongoing Activity.

**Estimated expenditures:**

	<u><b>2021</b></u>	<u><b>2022</b></u>
Associated Training Costs	\$1,750	\$5,500
Transportation and Lodging	5,780	9,700
Books/Subscriptions/Dues of Transportation Planning Material and Organizations	2,025	2,025
Mileage (Non-local)	500	500
Meals	1,000	1,250
<b>TOTAL</b>	<b>11,055</b>	<b>18,975</b>

**Proposed Source of Funds:**

CPG (80%)	8,844	15,180
Local (20%)	2,211	3,795
<b>TOTAL</b>	<b>11,055</b>	<b>18,975</b>

100.102.00

102 TRAINING, EDUCATION & ASSOCIATED TRAVEL

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	11,055	8,844	2,211	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	11,055	8,844	2,211	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	18,975	15,180	3,795	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	18,975	15,180	3,795	

**103 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT  
2021-2022**

Objective:

To prepare a Unified Planning Work Program (UPWP) for the Bismarck-Mandan Metropolitan Planning Organization and any subsequent UPWP amendments.

Present Status:

The Bismarck-Mandan Metropolitan Planning Organization has operated under a unified work program for the past twenty-seven years.

Proposed Work:

The 2021-2022 Unified Planning Work Program will be developed by the MPO staff, with assistance from the Planning and Engineering departments of the Cities of Bismarck, Mandan, Lincoln, and Burleigh/Morton Counties, as well as being offered for review and input by local citizen groups as required under Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America’s Surface Transportation (FAST) Act. Maintenance of the 2021-2022 UPWP will be provided by the MPO staff.

Products:

2021-2022 Unified Planning Work Program and Amendments

Completion Date:

Preliminary Draft: August 2020  
Final UPWP: October 2020

Estimated Expenses:

	<u><b>2021</b></u>	<u><b>2022</b></u>
Development of UPWP and Amendments	\$470	\$3,200
TOTAL	470	3,200

Proposed Source of Funds:

CPG (80%)	376	2,560
Local (20%)	94	640
TOTAL	470	3,200

100.103.00

103 UNIFIED PLANNING WORK PROGRAM

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	470	376	94	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
	0	0	0	
TOTAL	470	376	94	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	3,200	2,560	640	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
	0	0	0	
TOTAL	3,200	2,560	640	

**104 COMPUTER ENHANCEMENTS AND SOFTWARE  
2021-2022**

**Objectives:**

To enhance the MPO’s capabilities to monitor transportation data traffic forecasting, and traffic operations. To overall improve MPO staff’s ability to provide analysis, communication, and distribute applicable transportation related data. To keep staff informed on pertinent transportation issues. To build and furnish reports to satisfy FHWA, FTA, and NDDOT reporting requirements.

**Present Status:**

During 2019-2020 the Bismarck-Mandan MPO used computers and associated software to aid the transportation planning efforts of Bismarck, Mandan, Lincoln, Morton County and Burleigh County within the MPO area.

**Proposed Work:**

To provide computer hardware and software aid to the transportation planning efforts of the MPO.

**Products:**

To provide the MPO with effective administration, data processing, and analytical tools for transportation planning.

**Completion Date:**

Ongoing Activity.

**Estimated Expenditures:**

	<u><b>2021</b></u>	<u><b>2022</b></u>
Computers and Misc. Hardware	\$2,500	\$2,500
Computer Software	1,875	1,875
<b>TOTAL</b>	<b>4,375</b>	<b>4,375</b>

**Proposed Source of Funds:**

CPG (80%)	3,500	3,500
Local (20%)	875	875
<b>TOTAL</b>	<b>4,375</b>	<b>4,375</b>

100.104.00

104 COMPUTER ENHANCEMENTS & SOFTWARE

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,375	3,500	875	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,375	3,500	875	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,375	3,500	875	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,375	3,500	875	

**105 TRANSIT SYSTEM ADMINISTRATION AND LIAISON  
2021-2022**

**Objective:**

To provide technical assistance and coordinated transportation planning to Bis-Man Transit. Support the City of Bismarck and Bis-Man Transit in maintaining State and Federal requirements, promoting community use of the transit system, and implementing recommendations of the Transit Development Plan.

**Present Status:**

Facilitate interaction between the City of Bismarck and Bis-Man Transit, including updates to the contract, reporting to FTA, assisting with communication to the City Commission, and planning for the preparation and administration of Transit grants.

**Proposed Work:**

To maintain grant maintenance and control functions. To act as a liaison between FTA, the City of Bismarck, and Bis-Man Transit regarding FTA and NDDOT grant applications, reports and meetings. To adhere to federal performance measures requirements pertaining to Transit operations within the MPO. Update member jurisdictions of transit developments at TAC and Policy Board Meetings. Activities also include aiding Transit in their efforts to implement recommendations of the Transit Development Plan, which was adopted in April 2019.

**Products:**

Prepare grants pertaining to Operations, Bus and Bus Facilities, and Mobility of Seniors and Persons with Disabilities, along with all the associated reporting. Maintenance of appropriate FTA records on behalf of the City of Bismarck and Bis-Man Transit.

**Completion Date:**

Ongoing.

**Estimated Expenditures:**

	<u>2021</u>	<u>2022</u>
Transit Liaison and Administration	\$16,630	\$17,130
TOTAL	16,630	17,130

**Proposed Source of Funds:**

CPG (80%)	13,304	13,704
Local (20%)	3,326	3,426
TOTAL	16,630	17,130

100.105.00

105 TRANSIT SYSTEM ADMINISTRATION

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	16,630	13,304	3,326	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
	0	0	0	
TOTAL	16,630	13,304	3,326	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	17,130	13,704	3,426	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
	0	0	0	
TOTAL	17,130	13,704	3,426	

**TRANSPORTATION PLANNING**

**200**

**201 SUBCOMMITTEES**

(Bis-Man MPO Bicycle-Pedestrian Subcommittee and Freight Advisory Committee)  
**2021-2022**

**Objective:**

To further recommendations of the Bicycle-Pedestrian Plan and Freight Plan using engaged local partners and community members. Coordinated by MPO staff and allowed to enhance transportation needs and MPO objectives related to alternative modes of transportation and/or freight.

**Present Status:**

The MPO’s Bicycle-Pedestrian Subcommittee incorporates ad-hoc workgroups to achieve the recommendations of the Bike-Ped Plan. In 2020 the Bicycle-Pedestrian Subcommittee submitted a renewal application for the community’s Bicycle Friendly Designation and was awarded a renewal of their bronze award. They will also evaluate and priorities the TA applications for consideration by TAC and Policy Board. A Freight Advisory Committee has not yet formed but may form within the next few years.

**Proposed Work:**

During the 2021 and 2022 calendar years, Bicycle-Pedestrian Subcommittee will review and critique TA applications to improve the applications and make them more competitive in the statewide selection. The Subcommittee will subsequently score and prioritize the applications for consideration by TAC and Policy Board. Finally, the Subcommittee will pursue special projects in ad-hoc workgroups as the group’s interests align with the Bicycle-Pedestrian Plan.

**Products:**

The Bicycle-Pedestrian Subcommittee will create improved TA applications which also align with local, state and federal performance measures. They will also compile and prioritized list of TA projects for the MPO TAC and Policy Board,

**Estimated Expenditures:**

	<u>2021</u>	<u>2022</u>
Staff Coordination	\$1,675	\$1,725
Workgroup Activities	2,500	2,500
<b>TOTAL</b>	<b>4,175</b>	<b>4,225</b>

**Proposed Funding Sources:**

CPG (80%)	3,340	3,380
Local (20%)	835	845
<b>TOTAL</b>	<b>4,175</b>	<b>4,225</b>

200.201.00

201 SUBCOMMITTEES

BICYCLE- PEDESTRIAN SUBCOMMITTEE and FREIGHT ADVISORY COMMITTEE

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,175	3,340	835	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,175	3,340	835	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,225	3,380	845	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,225	3,380	845	

**202 MONITORING AND REPORTING  
2021-2022**

**Objective:**

To continually monitor trends of the Bismarck-Mandan Metropolitan area transportation system through the development of a Surveillance and Monitoring Report.

**Present Status:**

The Bismarck-Mandan MPO monitors transportation trends for significant transportation modes for a variety of reasons including, but not limited to, performance measures, transportation modeling, and other transportation planning related efforts. An annual surveillance and monitoring report was developed to share these trends with local partners and the community. Due to MPO staff reduction in 2019, there has been very little work done in this area since 2018. The plan is to resurrect and update the monitoring and reporting data in 2020 and 2021 and continue to monitor transportation, socio-economic, and related trends to assist in the transportation planning process.

**Products:**

The MPO updates the Surveillance and Monitoring report on a rolling basis. This report monitors transportation, socio-economic, and related trends to assist in the transportation planning process.

**Estimated Expenditures:**

	<u>2021</u>	<u>2022</u>
Staff Update of Surveillance and Monitoring Report	\$5,905	\$6,082
TOTAL	5,905	6,082

**Proposed Funding Sources:**

CPG (80%)	4,724	4,866
Local (20%)	1,181	1,216
TOTAL	5,819	6,082

200.202.00

202 MONITORING AND REPORTING

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	5,905	4,724	1,181	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	5,905	4,724	1,181	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	6,082	4,866	1,216	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	6,082	4,866	1,216	

**203 STAFF RELATED TDM  
2021-2022**

**Objective:**

To routinely update and maintain the Travel Demand Model (TDM), through coordination with Advanced Traffic Analysis Center (ATAC), direct MPO staff efforts, and a consultant-lead Model Review and Socio-Economic Projections effort.

**Present Status:**

The last TDM update began in 2017 and was completed in the fall of 2018. The TDM was reviewed through the Model Review and Socio-Economic Projection Project (Pre-Study), which also included projection and allocation of future households and employment centers. The effort occurred in coordination with local jurisdictions and approval of the TAC and Policy Boards, and feeds directly into the Metropolitan Transportation Plan update.

MPO staff will annually update ATAC on roadway network expansions, with the release of the ‘Status of Projects Report’ for the annual Transportation Improvement Program.

A routine update of the population and employment data, by traffic analysis zones (TAZ), will be performed using building permits issued by local units of government, Census and American Community Survey Data, and other purchased data. The updated population and employment data may be reviewed to determine if there are significant differences in growth patterns from those projected.

**Products:**

The Travel Demand Model will be updated in 12-24 months prior to the commencement of the next Metropolitan Transportation Plan. MPO staff efforts will include, but are not limited to, review of census data and/or other acquired data (i.e. origin-destination data, socio-economic data), coordination with local jurisdiction on revisions to current and future land use, revaluation and adjustment (if needed) of the TAZ network, annual notification to ATAC of roadway network expansion, and coordination of and management of the contracted Socio-Economic and Projections Project.

**Estimated Expenditures:**

	<u><b>2021</b></u>	<u><b>2022</b></u>
Staff Related TDM	\$2,337	\$13,478
TOTAL	2,337	13,478

**Proposed Funding Sources:**

CPG (80%)	1,870	10,782
Local (20%)	467	2,696
TOTAL	2,337	13,478

200.203.00

203 STAFF RELATED TDM

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	2,337	1,870	467	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	2,337	1,870	467	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	13,478	10,782	2,696	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	13,478	10,782	2,696	

**204 PLANNING STUDIES/ DATA ACQUISITION  
2021-2022**

**Objective:**

To provide for studies of specific transportation concerns that may have an impact on the MPO's Transportation Plan, Transportation Improvement Program or MPO planning process.

**Present Status:**

At the request of the MPO and based on needs identified in the 2015-2040 Long Range Transportation Plan, local jurisdictional partners brought forward recommendations for transportation-related planning studies. Projects were discussed and prioritized by the jurisdictions. Top ranked project fitting within the funding limitations, have been approved by the TAC and Policy Board.

**Proposed Work:**

The proposed 2021-2022 studies include the completion of the Intersection Analysis Study, ITS Update, Travel Demand Model Social/Economic (TDMSE) Projections, Origin/Destination Data, Supplemental Traffic Counting, Procurement of Routine Socio-Economic Data, and a Sunset Avenue Corridor Study.

New studies that will commence in 2021 or 2022 will be the following: ITS Update, Traffic Demand Model and Socio/Economic Projections Update, and Sunset Avenue (Mandan) Corridor Study.

The MPO will pursue data acquisitions for the following efforts in 2021 or 2022: Socio-Economic Data Purchase, Origin/Destination Data, and Supplemental Traffic Counting.

**Products:** The studies and data collections programmed for 2021-2022 are:

- Completion of the Intersection Analysis Study;
- ITS Update;
- Travel Demand Model Social/Economic (TDMSE) Projections;
- Origin/Destination Data;
- Supplemental Traffic Counting;
- Procurement of Routine Socio-Economic Data;
- Sunset Avenue Corridor Study.

Completion Date:

While projects are scheduled to be completed in 2021 and 2022, not all projects may be completed in the year indicated. This may cause some projects to carry over into the 2023-2024 UPWP.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
Planning Studies	\$79,900	\$330,000
Routine Data Acquisitions	14,000	100,000
TOTAL	93,900	430,000

Proposed Source of Funds:

CPG (80%)	75,120	344,000
Local (20%)	18,780	86,000
TOTAL	93,900	430,000

**200.204.00**

**204 TRANSPORTATION PLANNING STUDIES and DATA ACQUISITIONS**

(All Amounts in Dollars \$)

**YEAR 2021**

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	48,430	38,744	9,686	A,B,C,D,E
Mandan	16,470	13,176	3,294	A,B,C,D,E
Morton County	1,875	1,500	375	A,B,C
Burleigh County	11,250	9,000	2,250	A,B,C
Lincoln	1,875	1,500	375	A,B,C
Other	0	0		
<b>TOTAL</b>	<b>79,900</b>	<b>63,920</b>	<b>15,980</b>	

**YEAR 2022**

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	102,000	81,600	20,400	A,B,F,
Mandan	194,000	155,200	38,800	A,B,F,G
Morton County	4,250	3,400	850	A,B,F
Burleigh County	25,500	20,400	5,100	A,B,F
Lincoln	4,250	3,400	850	A,B,F
Other	0	0	0	
<b>TOTAL</b>	<b>330,000</b>	<b>264,000</b>	<b>66,000</b>	

**PLANNED STUDIES**

*A---ATAC Annual Fee (\$10,000) - yearly*

*B---Study Associated Modeling (\$40,000) in 2021 and 2022*

*C---ITS Update (\$25,000) - 100% in 2021*

*D---Intersection Analysis Study (\$245,000) - 2% in 2021*

*E---Intersection Analysis Amendment (\$28,022) - 0% in 2021*

*F---Travel Demand Management and Socio-Economic Study (TDMSE) (in conjunction with 2025-2050 Metropolitan Transportation Plan (MTP)) - 100% of TDMSE in 2022; MTP in later years*

*G---Sunset Avenue Corridor Study (160,000) - 100% in 2022*

200.204.00

**DATA ACQUISITIONS**  
(All Amounts in Dollars \$)

*YEAR 2021*

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	8,400	6,720	1,680	1,2
Mandan	2,800	2,240	560	1,2
Morton County	350	280	70	1,2
Burleigh County	2,100	1,680	420	1,2
Lincoln	350	280	70	1,2
Other	0	0	0	
<b>TOTAL</b>	<b>14,000</b>	<b>11,200</b>	<b>2,800</b>	

*YEAR 2022*

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	60,000	48,000	12,000	5
Mandan	20,000	16,000	4,000	5
Morton County	2,500	2,000	500	5
Burleigh County	15,000	12,000	3,000	5
Lincoln	2,500	2,000	500	5
Other	0	0	0	
<b>TOTAL</b>	<b>100,000</b>	<b>80,000</b>	<b>20,000</b>	

Data Procurement	Cycle	Last Collection	Next Collection	Estimated Cost
1 - Socio-Economic Data	5-years	2017	2021	4,000
2 - Origin-Destination Data	5-years	2017	2021	10,000
3 - Ortho/LiDAR Collection	3-years	2020	2020	180,000
4 - Pavement Management	5-years	2020	2023/2024	82,000
5 - Traffic Counting	Ad Hoc	2018	2022	100,000

**205 TRANSPORTATION IMPROVEMENT PROGRAM  
2021-2022**

**Objective:**

Prepare Transportation Improvement Program (TIP) for 2021 and 2022, as well as subsequent TIP amendments that comply with MAP-21 and FAST Act regulatory requirements. Submit amendments to the North Dakota Department of Transportation.

**Present Status:**

A TIP has been prepared and approved nearly every year since 1983. The MPO has an approved 2021-2024 TIP.

**Proposed Work:**

To develop a TIP in 2021 and 2022 that meets the requirements of MAP-21 and FAST Act. The TIPs will have projects that were prioritized and approved through coordination between the MPO, its member jurisdictions, and NDDOT. Starting in 2020, projects will be compliant with the updated performance-based 2020-2045 MTP. All MPO TIP projects will be financially constrained.

**Product:**

The 2022-2025 TIP and the 2023-2026 TIP

**Completion Date:**

Priority List Submission:	November 2020	November 2021
Draft TIP:	July 2021	April 2022
Final TIP:	August 2021	July 2022

**Estimated Expenditures:**

	<u>2021</u>	<u>2022</u>
TIP Development, Implementation, and Amendments	\$7,774	\$8,008
TOTAL	7,774	8,008

**Proposed Source of Funds:**

CPG (80%)	6,219	6,406
Local (20%)	1,555	1,602
TOTAL	7,774	8,008

200.205.00

205 TRANSPORTATION IMPROVEMENT PROGRAM

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck/Planning	7,774	6,219	1,555	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	7,774	6,219	1,555	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck/Planning	8,008	6,406	1,602	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	8,008	6,406	1,602	

**206 METROPOLITAN TRANSPORTATION PLAN  
2021-2022**

**Objective:**

To define, identify and prioritize the transportation needs of the Bismarck-Mandan area by creating a fiscally constrained, performance-based Metropolitan Transportation Plan. The MTP should be developed in coordination with the public, stakeholders, jurisdictional partners, and state and federal oversight, and be compliant with MAP-21 and FAST Act legislation.

**Present Status:**

The active 2020-2045 MTP (Metropolitan Transportation Plan), “Arrive 2045” was adopted in February 2020 and addressed the concerns of public and local partners regarding the transportation network and major modes of transportation. The MTP identifies which alternatives are available and feasible to implement, that will allow the metropolitan area to improve through 2045.

**Proposed Work:**

No staff time in 2021 or 2022 is necessary for the coordination and completion of an updated Metropolitan Transportation Plan. However, some staff time has been allocated for amendments, if they are needed.

**Products:**

A performance-based Metropolitan Transportation Plan that can guide the MPO and partner agencies in 2025 and beyond.

**Completion Date:**

March 2025

**Estimated Expenditures:**

	<u>2021</u>	<u>2022</u>
Staff Coordination for MTP	\$ 935	\$ 963
TOTAL	935	963

**Proposed Source of Funds:**

CPG (80%)	748	770
Local (20%)	187	193
TOTAL	935	963

200.206.00

206 METROPOLITAN TRANSPORTATION PLAN

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	935	748	187	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	935	748	187	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	963	770	193	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	963	770	193	

**PROGRAM IMPLEMENTATION**

**300**

**301 GIS/IT DEVELOPMENT AND IMPLEMENTATION  
2021-2022**

Objective:

The Bismarck-Mandan Metropolitan Planning Organization (MPO) uses a MPO Geographic Information System (GIS) that provides access to a common digital geographic database for land use planning, zoning activities, traffic analysis, and other related activities.

The MPO also presently has four computers. The MPO at times requires technical help from City of Bismarck professionals to maintain and aid the MPO in its computer use and applications.

Present status:

Presently the following has been developed in GIS: MPO and Transportation Study information and data, Bismarck/Mandan Bike Trails, MPO TIP project and development maps, functionally classified roadways within the MPO area, digital aerial photographs and aerial contours.

Proposed Work:

To continue to provide valuable map data and imagery concerning MPO projects in conjunction with all the partner entities. To assist MPO in census, transit, roadway, and bridge imagery, and other projects as needed.

Product:

The computer aided and generated products Geographic Information System (GIS) for Bismarck-Mandan Area MPO. The products generated by GIS usage benefit the MPO a great deal.

Estimated Expenditures:

	<u>2021</u>	<u>2022</u>
GIS Production	\$43,167	\$40,324
TOTAL	43,167	40,324

Proposed Source of Funds:

CPG (80%)	34,534	32,259
Local (20%)	8,633	8,065
TOTAL	43,167	40,324

300.301.00

301 GIS/IT PROGRAM

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	43,167	34,534	8,633	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	43,167	34,534	8,633	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	40,324	32,259	8,065	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	40,324	32,259	8,065	

**302 CITIZEN PARTICIPATION PROGRAM  
2021-2022**

**Objective:**

To establish procedures that provide for citizen input into the planning process as part of the development of the following: the MPO’s Metropolitan Transportation Plan, the UPWP, the TIP and the DBE Program. The MPO will use this process to identify community issues regarding transportation planning and will consider these issues when developing programs within the MPO’s planning area.

**Present Status:**

As stipulated in MAP-21 and FAST Act, the UPWP, the DBE Program, the Public Participation Plan (PPP), the Metropolitan Transportation Plan and the TIP also receive public review at various levels during the development and update processes by the MPO.

**Proposed Work:**

To provide a citizen input forum for the MPO operational functional tools of TIP, UPWP, DBE Program, and the Metropolitan Transportation Plan (MTP), and applicable transportation studies as prescribed by MAP-21 and FAST Act, as well as an evaluation and update of the existing Public Participation Plan.

**Product:**

Ongoing program.

**Estimated Expenditures:**

	<u><b>2021</b></u>	<u><b>2022</b></u>
Advertising	\$2,500	\$2,500
Evaluation and Update of Public Participation Plan	297	0
TOTAL	2,797	2,500

**Proposed Source of Funds:**

CPG (80%)	2,238	2,000
Local (20%)	559	500
TOTAL	2,797	2,500

300.302.00

302 CITIZEN PARTICIPATION

(All Amounts in Dollars \$)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	2,797	2,238	559	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	2,797	2,238	559	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	2,500	2,000	500	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	2,500	2,000	500	

**COST SUMMARIES APPENDIX**

**FY'S 2021-2022**

**Unified Planning Work Program  
Staff Allocation of Hours by Task  
2021**

	*PT Time Planner	Planner	Executive Director	Transportation Specialist
101: Administration, Coordination and Transporting Performance Management		1770	1790	1805
102: Training, Travel, and Education		0	0	0
103: UPWP		5	5	0
104: Computer Enhancement and Software		0	0	0
105: Transit System Administration and Liaison		100	100	245
201: Subcommittees		30	10	0
202: Monitoring and Reporting		60	60	10
203: Staff Related TDM		25	25	0
204: MPO and Local Planning Studies/ Data Acquisition		0	0	0
205: Transportation Improvement Program		80	80	10
206: Metropolitan Transportation Plan		10	10	0
301: GIS Program		0	0	0
302: Citizen Participation		0	0	10
<b>TOTAL</b>	<b>1456</b>	<b>2080</b>	<b>2080</b>	<b>2080</b>

\*There is currently no Part Time Planner, but the MPO may request to fill the position in the future.

**Unified Planning Work Program  
Staff Allocation of Hours by Task  
2022**

	*PT Time Planner	Planner	Executive Director	Transportation Specialist
101: Administration, Coordination and Transportation Performance Management		1630	1650	1805
102: Training, Travel, and Education		0	0	0
103: UPWP		30	30	10
104: Computer Enhancement and Software		0	0	0
105: Transit System Administration and Liaison		100	100	245
201: Subcommittees		30	10	0
202: Monitoring and Reporting		60	60	10
203: Staff Related TDM		140	140	0
204: MPO and Local Planning Studies/ Data Acquisition		0	0	0
205: Transportation Improvement Program		80	80	10
206: Metropolitan Transportation Plan		10	10	0
301: GIS Program		0	0	0
302: Citizen Participation		0	0	0
<b>TOTAL</b>	<b>1456</b>	<b>2080</b>	<b>2080</b>	<b>2080</b>

\*There is currently no Part Time Planner, but the MPO may request to fill the position in the future.

**2021-2022 Unified Planning Work Program Summary By Task**

(All Amounts in Dollars \$)

Task	Funding Year 2021			Funding Year 2022		
	Total	Federal	Local	Total	Federal	Local
101	256,324	205,059	51,265	246,843	197,474	49,369
102	11,055	8,844	2,211	18,975	15,180	3,795
103	470	376	94	3,200	2,560	640
104	4,375	3,500	875	4,375	3,500	875
105	16,630	13,304	3,326	17,130	13,704	3,426
201	4,175	3,340	835	4,225	3,380	845
202	5,905	4,724	1,181	6,082	4,866	1,216
203	2,337	1,870	467	13,478	10,782	2,696
*204	93,900	75,120	18,780	430,000	344,000	86,000
205	7,774	6,219	1,555	8,008	6,406	1,602
206	935	748	187	963	770	193
301	43,167	34,534	8,633	40,324	32,259	8,065
302	2,797	2,238	559	2,500	2,000	500
	<b>449,844</b>	<b>359,875</b>	<b>89,969</b>	<b>796,103</b>	<b>636,882</b>	<b>159,221</b>

\*Carryover Funding from 2020 into 2021:

Intersection Analysis Study

Total	Federal	Local
4,900	3,920	980

**2021-2022 Unified Planning Work Program Summary By Jurisdiction**  
(DOES NOT include 2020 Carryover Amounts)  
(All Amounts in Dollars \$)

**YEAR 2021**

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	409,344	327,475	81,869	
Mandan	17,800	14,240	3,560	
Morton County	2,225	1,780	445	
Burleigh County	13,350	10,680	2,670	
Lincoln	2,225	1,780	445	
Other	0	0	0	
<b>TOTALS</b>	<b>444,944</b>	<b>355,955</b>	<b>88,989</b>	

**YEAR 2022**

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	528,103	422,482	105,621	
Mandan	214,000	171,200	42,800	
Morton County	6,750	5,400	1,350	
Burleigh County	40,500	32,400	8,100	
Lincoln	6,750	5,400	1,350	
Other	0	0	0	
<b>TOTALS</b>	<b>796,103</b>	<b>636,882</b>	<b>159,221</b>	

**2020 Carryover Amounts into 2021 by Jurisdiction**  
 (All Amounts in Dollars \$)

**YEAR 2021**

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	3,430	2,744	686	1
Mandan	1,470	1,176	294	1
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
<b>TOTALS</b>	<b>4,900</b>	<b>3,920</b>	<b>980</b>	

**YEAR 2022**

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	0	0	0	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	

1 - Continuation of Intersection Analysis Study (Carryover from 2020) - \$980 Local / \$3,920 Federal

Footnote: Remaining 2020 CPG balance at year-end 2020, with above carryover subtracted, is estimated to be \$141,841

**2021-2022 Unified Planning Work Program Summary By Jurisdiction**  
(Includes 2020 Carryover Amounts)  
(All Amounts in Dollars \$)

**YEAR 2021**

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	412,774	330,219	82,555	1
Mandan	19,270	15,416	3,854	1
Morton County	2,225	1,780	445	
Burleigh County	13,350	10,680	2,670	
Lincoln	2,225	1,780	445	
Other	0	0	0	
<b>TOTALS</b>	<b>449,844</b>	<b>359,875</b>	<b>89,969</b>	

**YEAR 2022**

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	528,103	422,482	105,621	
Mandan	214,000	171,200	42,800	
Morton County	6,750	5,400	1,350	
Burleigh County	40,500	32,400	8,100	
Lincoln	6,750	5,400	1,350	
Other	0	0	0	
<b>TOTALS</b>	<b>796,103</b>	<b>636,882</b>	<b>159,221</b>	

1 - Continuation of Intersection Analysis Study (Carryover from 2020) - \$980 Local / \$3,920 Federal



August 12, 2020

Mr. Gabe Schell  
City Engineer  
City of Bismarck  
221 N 5<sup>th</sup> St  
Bismarck, ND 58506-5503

## US HIGHWAY 83 & 71<sup>ST</sup> AVENUE INTERSECTION AND ACCESS

At our July 14<sup>th</sup> meeting the City indicated that they no longer want to pursue an interchange concept at this intersection. As follow up from that meeting, the City asked the North Dakota Department of Transportation (NDDOT) to reanalyze access spacing and locations up and down stream of the US Highway 83 and 71<sup>st</sup> Avenue intersection. This request was made using an assumption that this intersection will remain as an at-grade intersection in the future.

Looking at several Bismarck-Mandan Metropolitan Planning Organization (MPO) planning documents, reviewing the City's proposed site plan and consulting the Transportation Research Board's *Access Management Manual*, NDDOT recommends the following for access near this major intersection. The Northstar Drive intersection has overlapping functional areas with the US Highway 83 & 71<sup>st</sup> Avenue intersection; therefore, this access needs to be removed from further consideration from the development site. If the city wanted to construct an underpass at this location, the NDDOT would entertain that concept. NDDOT is agreeable to the proposed location of the Yukon Drive intersection along 71<sup>st</sup> Avenue, as long as it is set back from the centerline of US 83 by at least ¼ mile. NDDOT is also agreeable to the proposed intersection at 64<sup>th</sup> Avenue along US Highway 83 as long as it stays at the ½ mile spacing. The same holds true for any access points north of 71<sup>st</sup> Avenue as well, it will need to be located ½ mile north of 71<sup>st</sup> Avenue. We feel this access plan gives us the best opportunity to accommodate the City's requests while still maximizing our regional highway desires for the corridor.

As we mentioned in our previous correspondence with the City, the planning efforts undertaken by the City and MPO are pivotal in the transportation planning and programming process. FHWA looks to the planning process to make sure federal funding is being dedicated to an organized and well-thought plan. The City needs to inform their MPO partners about the City's decision to no longer consider the US

Mr. Gabe Schell  
Page 2  
August 12, 2020

Highway 83 and 71<sup>st</sup> Avenue intersection as a future interchange. The MPO will need to analyze this change in relation to the Beltway, Northern Bridge and Metropolitan Transportation planning work that has been done to date.

Thank you again for your cooperation in developing an access control plan for the US Highway 83 corridor, we look forward to future coordination efforts to better our transportation system.

If you have any questions or need any additional information, please reach out to Michael E. Johnson at 701-328-2118.



RONALD J. HENKE, P.E., DEPUTY DIRECTOR FOR ENGINEERING

38/MEJ

c: Larry Gangl, NDDOT Bismarck District Engineer  
Marcus Hall, Burleigh County Engineer  
Ben Ehreth, Bismarck Community Development Director  
Steve Saunders, Bismarck-Mandan MPO Executive Director

## Resolution of Adoption

### For the North Dakota Department of Transportation's 2021 HSIP Performance Targets (PM1)

*Whereas*, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

*Whereas*, the North Dakota Department of Transportation (NDDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

*Whereas*, metropolitan planning organizations (MPOs) must establish performance targets for each of the HSIP performance measures; and

*Whereas*, MPOs establish HSIP targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target or commit to a quantifiable HSIP target for the metropolitan planning area; and

*Now, therefore, be it resolved*, that the Bismarck-Mandan Metropolitan Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of NDDOT's calendar year 2019 HSIP targets (PM1) for the following performance measures:

Number of fatalities: 102.0;  
Rate of fatalities: 1.103 per 100 million vehicle miles traveled;  
Number of serious injuries: 382.1;  
Rate of serious injuries: 4.046 per 100 million vehicle miles traveled; and,  
Number of non-motorized fatalities and non-motorized serious injuries: 30.4.

### CERTIFICATE

The undersigned, duly elected chairperson of the Bismarck-Mandan Metropolitan Planning Organization Policy Board, certifies that the forgoing is true and correct copy of a Resolution, adopted at a legally convened meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board held on September 15, 2020.

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Gerard Wise,  
Chair, Bismarck-Mandan MPO Policy Board

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Date

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September 4<sup>th</sup>, 2020

Steve Saunders  
Executive Director  
Bismarck-Mandan Metropolitan Planning Organization  
221 N. 5th Street  
PO Box 5503  
Bismarck, ND 58506-5503

Re: 2020 Orthophotography & Topographic Mapping Project

Dear Mr. Saunders:

I have provided an update regarding the status of the 2020 Orthophotography & Topographic Mapping Project below.

**2020 Orthophotography & Topographic Mapping Project  
9/4/2020 Progress Report – Tyler Kaebisch, Ayres Associates**

- Lidar and aerial imagery production for the entire Project Area has been completed and delivered to the Bismarck-Mandan MPO as of September 2<sup>nd</sup>. Individual Imagery Tiff files and all Lidar files have been delivered via external hard drive and Amazon Cloud Web Services. Imagery MrSID files and Imagery mosaics are currently in production. The Bismarck-Mandan MPO will review the imagery and lidar deliverables and provide comments during the month of September. Ayres will work with the Bismarck-Mandan MPO to address any concerns or issues with the data deliverables.
- As of September 4<sup>th</sup>, 2020, the 2020 Orthophotography & Topographic Mapping Project is approximately 90% complete.

In the event that you require additional information or clarification of any issue, please feel free to contact me at 608.441.3590.

Sincerely,

Ayres Associates Inc



Tyler Kaebisch  
Project Manager – Geospatial Services  
Direct: 608-441-3590  
[KaebischT@AyresAssociates.com](mailto:KaebischT@AyresAssociates.com)

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Gorrondona and Associates, Inc.

Status Report #3

Reporting Period: August 2020.

***Bismarck-Mandan MPO***  
***Pavement Conditions and Analysis Report Project***

**Summary of activities:**

- Data collection completed
- Data processing approximately 80% complete

**Projected activity next period:**

- Complete data processing
- Begin reporting

**Required action by BMMPO:**

- None – keep up the great work!

**Problems encountered:**

- None

**Summary of project decisions:**

- None

**Out of scope services:**

- None

**Milestone schedule/comments:**

Task	Description	Duration (Weeks)	Milestone Completion	Pct. Complete	Actual Date	Milestones, Comments, and Assumptions
1	Project Initiation, Steering Committee Development, and Kickoff Meeting	NA	Week of 7/6 (or earlier)	100%	7/9	<ul style="list-style-type: none"> <li>• Web conference (in person, if possible)</li> <li>• Current, accurate GIS provided prior to meeting</li> <li>• Existing PAVER databases (Bismarck and Mandan) provided prior to meeting</li> </ul>
2	Project-Specific Quality Management Plan (QMP) Development	NA	Within two weeks following kickoff.	100%	8/3	Concise document supplementing <i>PathRunner QC/QA Planning Guide</i> .
3	Pavement Data Verification and PAVER Database Creation – <i>Phase 1</i>	3	7/13-7/31	80%	NA	<b>*Milestone:</b> Initial PAVER database complete. Several reconnaissance calls and emails exchanges with MPO TAC and participating agency technical staff to acquire and verify roadway attribute data.
4A	Mobilization	NA	NA	100%	7/27-8/10	Immediately prior to and following 4B
4B	Pavement Condition Data Collection	1 to 2	8/3-8/14	100%	8/15	<b>*Milestone:</b> Pavement data collection complete.
5	Pavement Condition Data Processing + QC/QA	3	8/17-9/4	80%	8/17-8/31	<b>*Milestone:</b> Pavement data processing complete.
6	Pavement Data Verification – <i>Phase 2</i>	2	9/7-9/18	0%	NA	<b>*Milestone:</b> PAVER database complete with condition data.
7	PAVER Customization	4	8/3-8/28	0%	NA	<b>*Milestone:</b> PAVER system table customization complete. <ul style="list-style-type: none"> <li>• In parallel with data collection, processing, etc.</li> <li>• Several calls/exchanges with MPO and participating jurisdictions required.</li> </ul>
8	Five- to Seven-Year Pavement M&R Plan Development	3	9/21-10/9	0%	NA	<b>*Milestone:</b> Draft five- to seven-year programs complete. <ul style="list-style-type: none"> <li>• Begins following Tasks 6 and 7.</li> <li>• Several calls/exchanges with MPO TAC and participating agency technical staff required.</li> <li>• Collaborative effort.</li> </ul>
9A	Reporting	2	9/28-10/9	0%	NA	<b>*Milestone:</b> Draft report complete. <ul style="list-style-type: none"> <li>• Begins in parallel with Task 8</li> <li>• Several calls/exchanges with MPO TAC and participating agency technical staff required.</li> </ul>
9B	Draft Report Review with Updates – MPO and jurisdictional staff	2-3	10/12-10/30	0%	NA	<b>*Milestone:</b> Draft reports reviews complete with updates made by Consultant. Assumes draft report reviews by all agencies occur simultaneously. If this assumption is incorrect, schedule can easily be adjusted to sequence the reviews and still meet the end of year project completion goal.
9C	Draft Report Review with Updates – <i>NDDOT, FHWA, and FTA</i>	4	10/12-11/6	0%	NA	
9D	Final Reports	2	11/9-11/20	0%	NA	<b>*Milestone:</b> Final reports complete.
9E	Presentation	TBD	In November and December	0%	NA	<b>*Milestone:</b> All reporting/presentation complete by end of December 2020.
10	Training	TBD	In November and December	0%	NA	Two (2) days of web-based training.
NA	Project Management	NA	TBD	0%	NA	Including monthly updates and project-related correspondence at a rate of \$150/hour

Total Percent Complete: 58%

## **Bismarck-Mandan Intersection Analysis Study (IAS) Status Report #15**

*Reporting Period: August 2020*

### **SUMMARY OF ACTIVITIES:**

- Conduct second public input meeting. This was conducted virtually and ran from August 17<sup>th</sup> to September 8<sup>th</sup>. The virtual meeting will included the following:
  - Interactive map-based survey that allows participants to respond to only the locations that interest them. Each intersection will include a discussion area for more generalized comments.
  - Video instructions for how to use the survey.
  - Virutal live Q&A session on September 1<sup>st</sup>.
  - E-mail address for questions.
- Begin Traffic Control Playbook development. Began developing library of improvement concepts.

### **PROJECTED ACTIVITY NEXT PERIOD**

- Summarize Public Engagement feedback and discuss with the Steering Committee.
- Develope draft report of Intersection Playbooks.

### **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.

**MILESTONE SCHEDULE/COMMENTS:**

<i>ACTIVITY</i>	<i>MILESTONE COMPLETION</i>	<i>PERCENT COMPLETE</i>	<i>ACTUAL DATE</i>
Steering Committee Meeting #1	July, 2019	100%	7/18/19
Phase 1 – Data Collection Report	October 2019	100%	10/28/19
Phase 2 – Macro-Level Intersection Report	December, 2019	100%	12/4/19
Steering Committee Meeting #2	December 2019	100%	12/20/19
Public Input Meeting #1	January, 2020	100%	1/28/20
Phase 3 – Micro-Level Intersection Report	May, 2020	100%	6/9/20
Steering Committee #3	June, 2020	100%	6/19/20
Public Input Meeting #2	August, 2020	90%	8/17/20 - 9/8/20
Phase 4 - Playbooks	September, 2020	40%	
Steering Committee Meeting #4	October, 2020	0%	
Phase 5 – Improvement Plan Development	November, 2020	0%	
Steering Committee Meeting #5	December, 2020	0%	
Draft Report	December, 2020	0%	
Oversight Agency Review	December, 2020	0%	
Final Report	January, 2021	0%	
Final Presentations (City Commission, MPO TAC, MPO Policy Board)	January, 2021	0%	
Estimated Total % Complete	January, 2021	75%	

# Bismarck-Mandan MPO

2017-2019

Urban High Crash Locations

# 2017-2019 Urban High Crash Locations

- Annual Report produced by NDDOT, Programming Division for a 3 year timeframe.
- Lists the top 50 Locations for communities with a population of 5,000+ across the State
- Details Crash Severity: ranked using a weighted system based on the number of:
  - Fatal Crashes
  - Incapacitating Injury Crashes
  - Non-Incapacitating Injury Crashes
  - Possible Injury Crashes
  - Property Damage Only Crashes

# Last Year's Report

2016-2018

- 7 Bismarck locations in the “Top 20”
- + 7 other locations\* ranked between 21–50 in the report

2017-2019 Report

## “Worst” Locations

- 6 Bismarck locations in the “Top 20”
  - 3 on State St
  - 2 on Bismarck Expy
  - Main and 7<sup>th</sup>
- +10 locations ranked between 21–50
  - Four new Bismarck Locations
  - One new Mandan Location (#47)

INTERSECTION	2016-2018 RANK	2017-2019 RANK
State St & Century Ave	8	3
State St & Interstate Ave	2	7
Main Ave & 7th St	24	8
Bismarck Expwy & Washington Ave	19	13
Bismarck Expwy & 3rd St	35	15
State St & Divide Ave	28	18

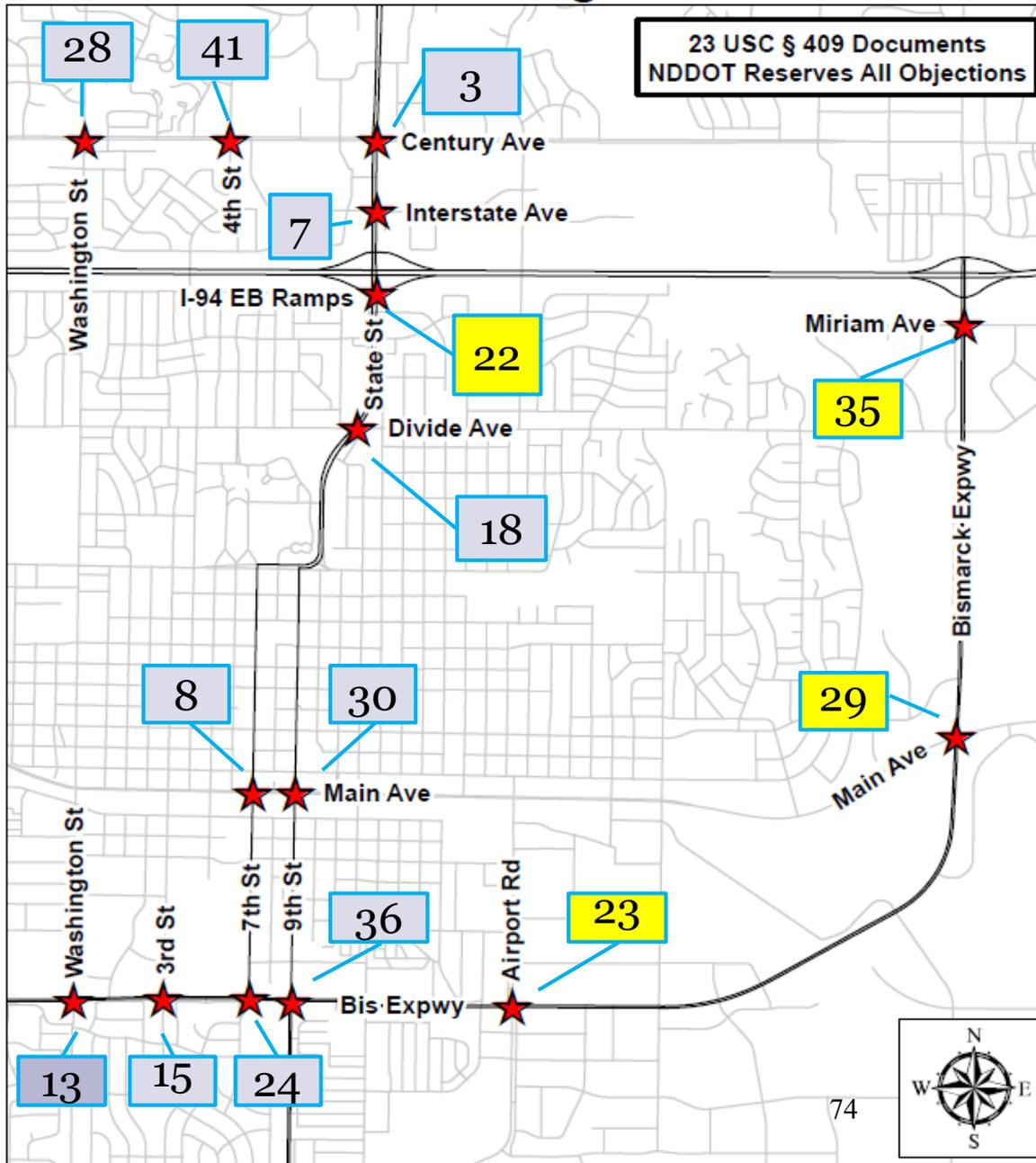
*yellow: new locations*  
*green: rank decrease*  
*red: rank increase*

### Below top 20

State St & I-94 EB Ramps	NA	22
Bismarck Expwy & Airport Rd	NA	23
Bismarck Expwy & 7th St	14	24
Century Ave & Washington St	38	28
Bismarck Expwy & Main Ave	NA	29
Main Ave & 9th St	6	30
Bismarck Expwy & Miriam Ave	NA	35
Bismarck Expwy & 9th St/University Dr	10	36
Century Ave & 4th St	44	41
Main St & Mandan Ave/ Memorial Hwy	NA	47

### Dropped from List (2016-2018)

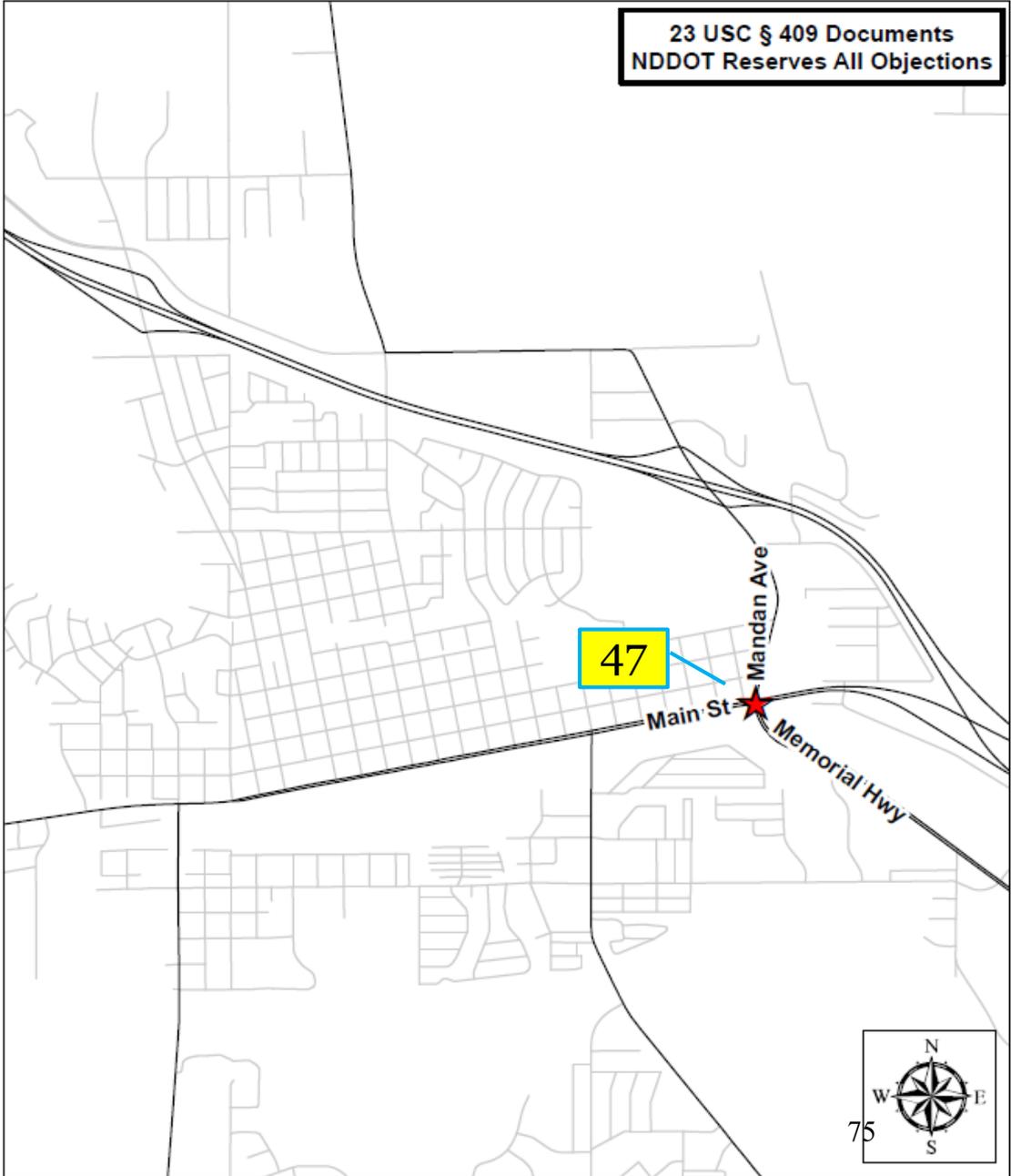
Bismarck Expwy & 12th St	8	N/A
Washington St & Front Ave	35	N/A
State St & 43rd Ave	73 49	N/A



# 2017-2019 Bismarck High Crash Locations

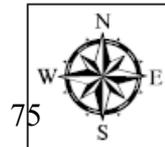
PREPARED BY THE  
North Dakota Department of Transportation  
Programming Division  
Traffic Operations Section  
April 2020

23 USC § 409 Documents  
NDDOT Reserves All Objections

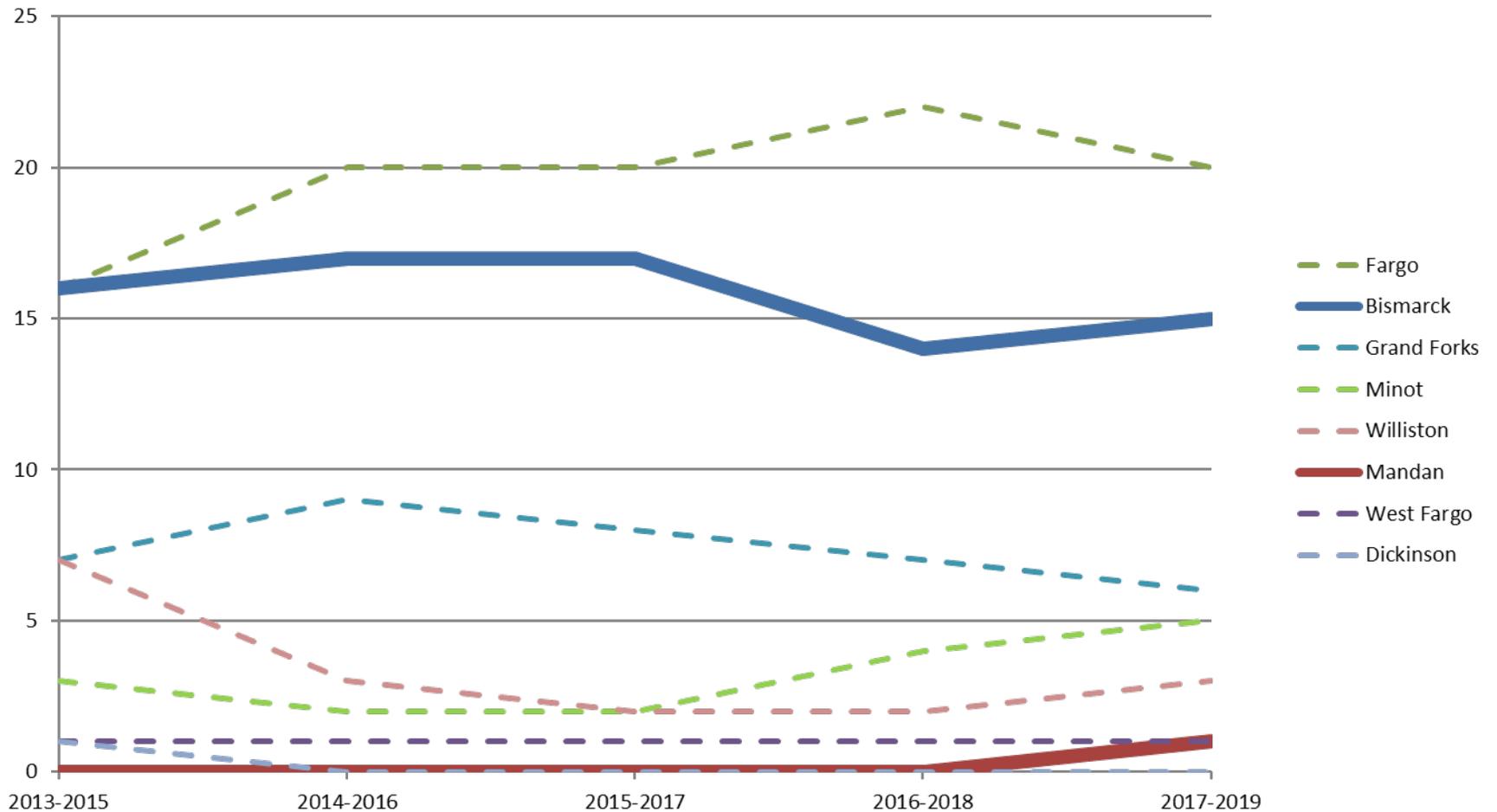


# 2017-2019 Mandan High Crash Locations

PREPARED BY THE  
North Dakota Department of Transportation  
Programming Division  
Traffic Operations Section  
April 2020



# Identified Urban High Crash Locations (summary by community)



# Discussion/ Questions

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### Bismarck-Mandan MPO

TIP 2020-2023 **Administrative Modification**

Project Year(s) 2020

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Mandan	20.4.03 (new project code #)	\$ 600,000 (UGP) + 786,120 (NHU) \$1,386,120 (TOTAL)	\$67,243	\$1,034,731 - 786,120 \$ 248,611 (TOTAL)	\$1,701,974	UGP NHU

Project Description:

Project 20.4.03 (previously 19.17), for improvements to Mandan's Main Street, was bid for construction in 2020 alongside a Regional project (also on Main Street) for construction in 2021. Bids have come in much higher than expected due to a construction premium placed on work done in zero-set-back zones. Additional funds are not available through the Urban Grant Program (UGP). However, the project is eligible for federal funding through the Urban Roads Program (NHU). Therefore, the MPO TAC and Policy Board have approved the use of up to \$864,533 of 2025 Urban Roads funding to supplement project overages. The actual federal increase will be \$786,120, for a total federal share of \$1,386,120. This will be deducted from the City of Mandan's local portion, for a total local share of \$248,611.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:

cont: Since this change is less than 10% of the total cost of the 2020 TIP year, a TIP Administrative Modification is needed.  
This project is currently planned in the 2020-2023 TIP and is consistent with the goals and objectives of the 2020-245 MTP.

Bismarck-Mandan MPO Policy Board informed of Administrative Modification at the September 15, 2020 meeting.  
(date)

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# Transportation Connection

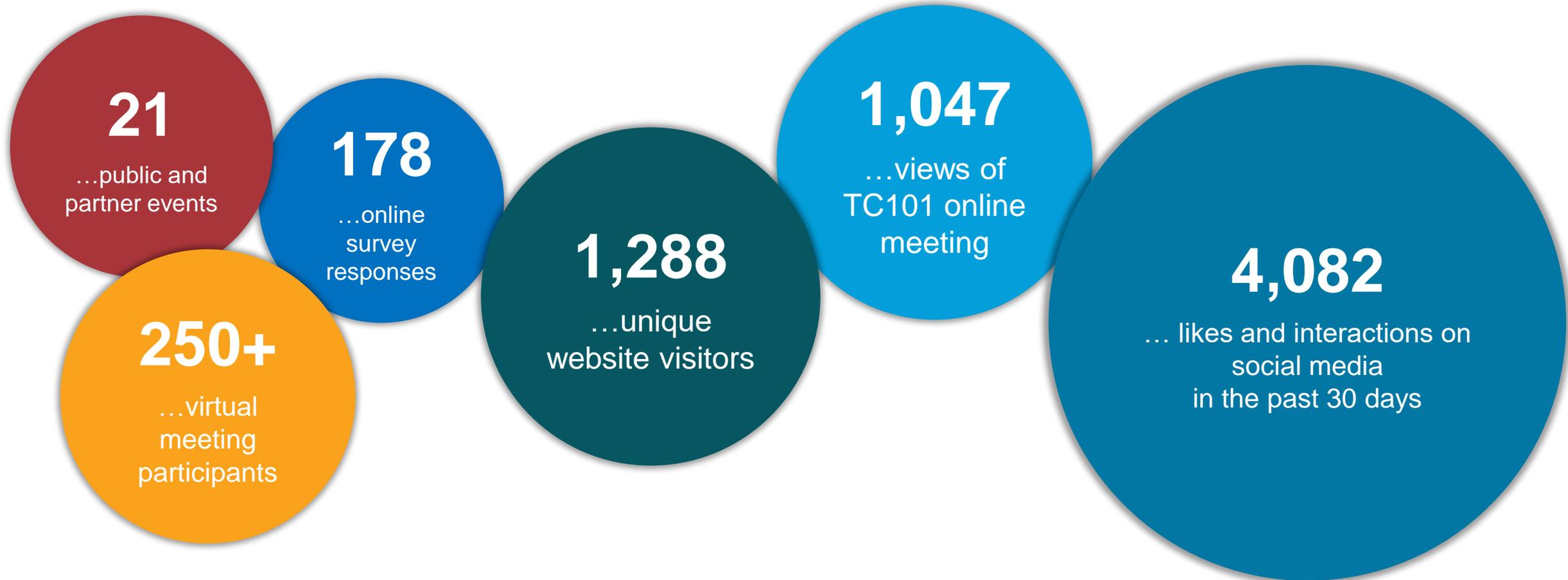
**MPO Update**

**September 2020**

# Plan Development Progress

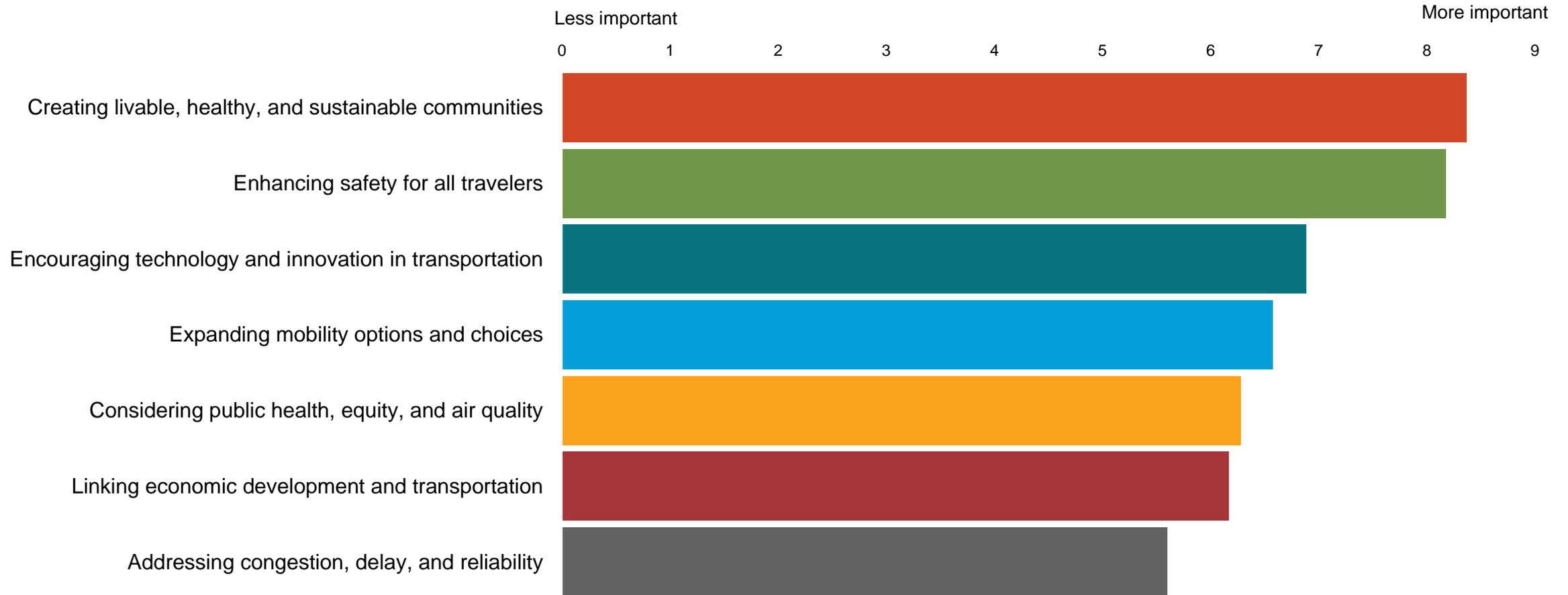
- **Continuing our partner and public outreach**
  - North Dakota Department of Emergency Services Annual Meeting – August 19
- **Hosting statewide virtual events and forums**
  - ND Dept. of Health New Americans/Foreign Born/Immigrants Advisory Board – August 24
  - Statewide Virtual Public Input Meetings – August 31
- **Launched new virtual meeting on scenario planning**
  - [www.transportationconnection.org/scenarios](http://www.transportationconnection.org/scenarios)
- **Developing tools to connect expectations, funding, and performance**
  - Public education on transportation funding
  - Performance target and budget allocations
  - Meeting performance targets with additional revenues

# Engagement Reach

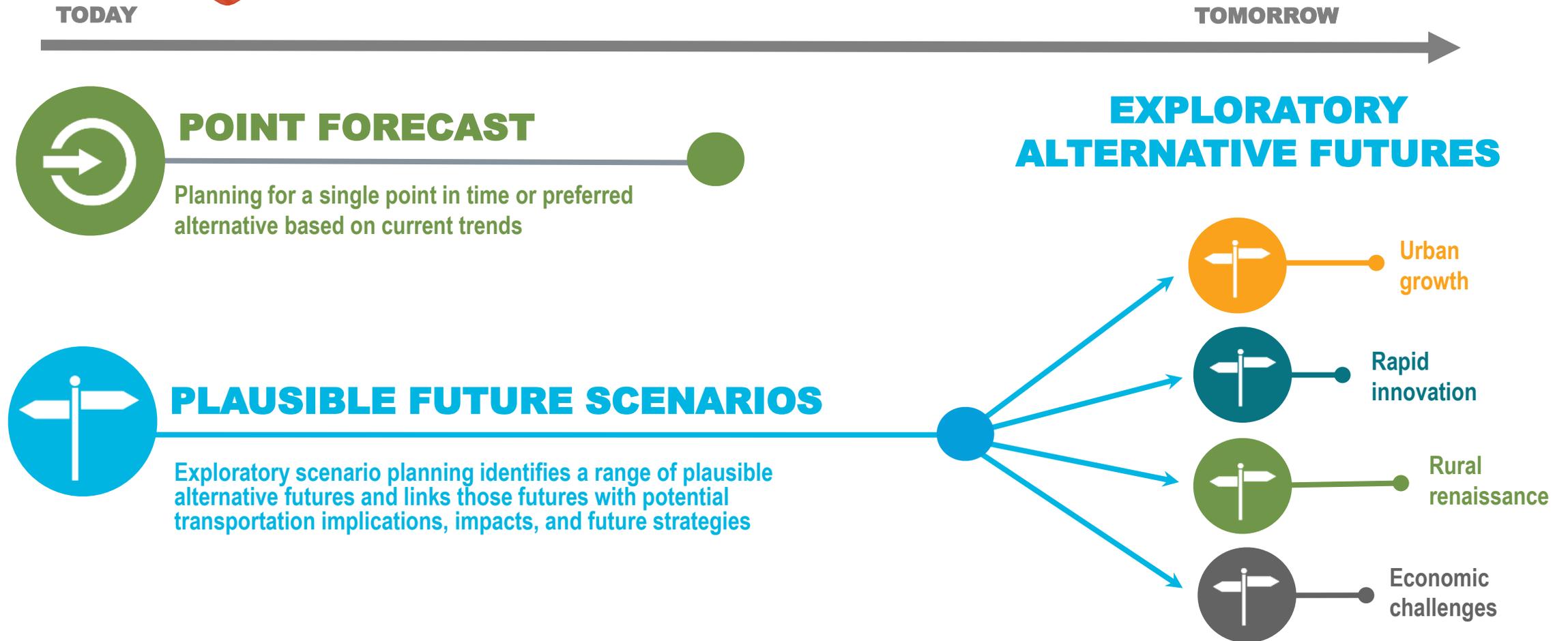




# What Are We Hearing?: What Should Our Goals Be?



# How Can We Envision the Future?



# Rural Renaissance

What if our rural areas become communities of choice in the future?

**It's 2045. Imagine you just moved into your new smart house with open space and fields all around. You check your greenhouse before getting on a call with customers on the other side of the globe, while your spouse is out in an outbuilding 3-D printing drone components for a manufacturing company in Minot.**



# Rural Renaissance

What if our rural areas become communities of choice in the future?

- Rural communities become drivers of new population growth
- Gig work and home-based advanced manufacturing take off
- Local energy and agricultural production
- All industries are connected, smart, and efficient
- Local economies diversify and small town centers expand
- Recreation and tourism increase
- Mitigation reduces natural hazard risks



# Cities and Centers

What if our cities grow quickly and become the centers of the state?

**It's 2045. Imagine you and your family are living in a new apartment with your job just a few blocks away. You moved into the city recently because this is where all the opportunities are. No one travels very far anymore as your shopping and schools and workplaces and even entertainment are all streamed or delivered right to you.**



# Cities and Centers

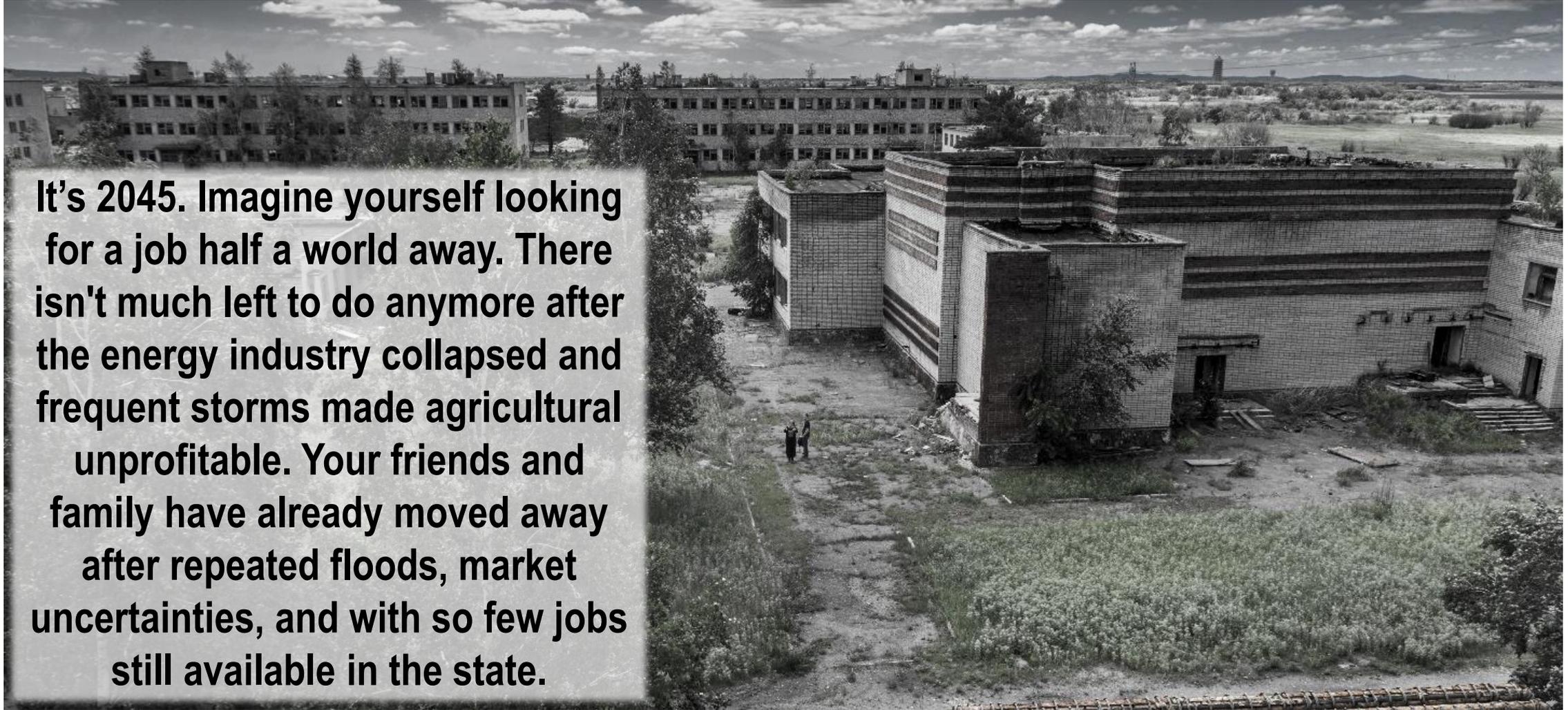
What if our cities grow quickly and become the centers of the state?

- Mass migration to cities occurs and all new growth is concentrated in urban areas
- Economy diversifies into professional and technical services
- Energy and agriculture remain important, but their share of economic growth slows
- Energy production becomes more distributed and diversified
- Connected devices and smart infrastructure make it easier, safer, and more convenient to travel
- Urban growth spurs need for natural hazard mitigation around centers



# Ghost Towns

What if North Dakota's economy collapses and quality of life changes dramatically?



**It's 2045. Imagine yourself looking for a job half a world away. There isn't much left to do anymore after the energy industry collapsed and frequent storms made agricultural unprofitable. Your friends and family have already moved away after repeated floods, market uncertainties, and with so few jobs still available in the state.**

# Ghost Towns

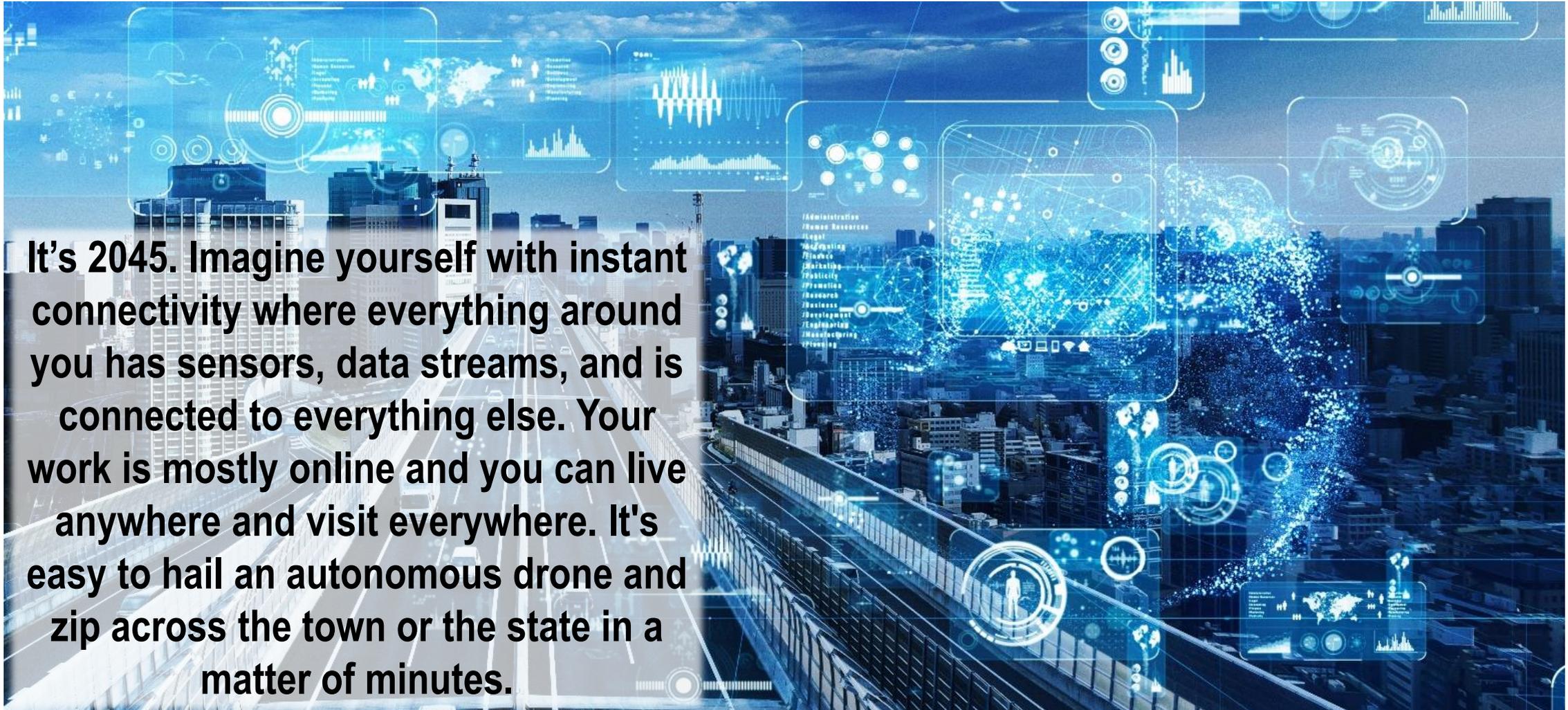
What if North Dakota's economy collapses and quality of life changes dramatically?

- Population declines across the state as residents move away
- Communities age more quickly as younger residents seek job opportunities elsewhere
- Energy and agricultural industries decline due to policy changes and international trade disruption
- Limited business investment slows the adoption of new technology and innovations
- Increasingly severe and frequent storm events decimate infrastructure



# Smart and Connected

What if innovations accelerate and we live in a tech-driven future?



**It's 2045. Imagine yourself with instant connectivity where everything around you has sensors, data streams, and is connected to everything else. Your work is mostly online and you can live anywhere and visit everywhere. It's easy to hail an autonomous drone and zip across the town or the state in a matter of minutes.**

# Smart and Connected

What if innovations accelerate and we live in a tech-driven future?

- New residents move in and spur growth in diverse communities around the state
- Technology and innovation spurs job opportunities in new industries
- Online work and remote jobs grow significantly
- Energy and agricultural industries rapidly automate and become tech-driven
- Big data and smart infrastructure connect North Dakota to the world
- New technology is rapidly adopted
- Natural hazard risks and shared land uses increase as the state is rapidly developed



# What Do You Think the Future Holds?

Visit us at:

[www.transportationconnection.org/scenarios/](http://www.transportationconnection.org/scenarios/)

Learn about scenario planning and future transportation issues

Preview exploratory future scenarios for North Dakota

Tell us what you think the future holds

Help us plan ahead



TRANSPORTATION CONNECTION - PLANNING FOR THE FUTURE

COMMENT

## WHAT WILL NORTH DAKOTA BE LIKE IN 2045?

We don't know exactly what the future holds, but we do know we need a plan that's flexible enough to accommodate uncertainty.

**To Navigate:**

Use the navigation menu to visit a specific topic OR use the Next and Previous arrows to move between slides.

**To Provide Feedback:**

Complete the anonymous surveys along the way and/or share direct feedback by clicking the Comment button at any time.

# Next Steps: Linking Funding and Performance

## Assess customer expectations

- How should the future system work and perform?

Public Surveys

## Educate public on funding complexities and issues

- How important is transportation funding?

Public Surveys and Meetings

## Connect performance and expectations to funding

- How would residents consider tradeoffs and set budgets?

Virtual Tools

## Gauge willingness to pay

- Is there support for alternative or additional revenues?

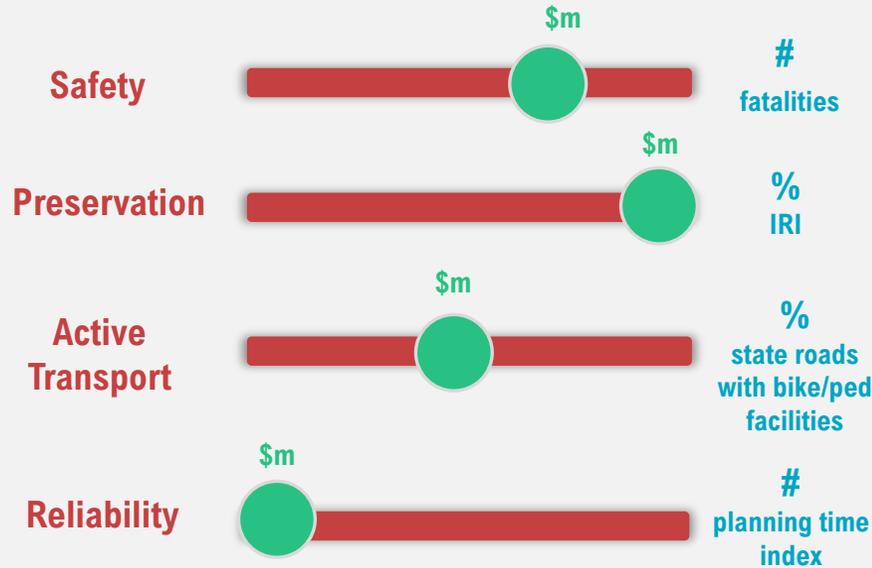
Virtual Tools and Meetings

# Next Steps: Linking Funding and Performance



- Your average mpg
- Miles driven each year
- Age of your vehicle

You currently pay **\$XX** in North Dakota fuel taxes and registration fees each month



Your current **performance targets** and budget allocations exceed the state transportation budget by **\$XX million** annually



- Increase in fuel tax
- Increase in registration fees
- Increase in other user fees

You elected to pay an additional **\$XX** per month in fees. If everyone in North Dakota did the same, your **performance targets** could be met

# How Can You Reach Us?



[www.dot.nd.gov/projects/lrtp/](http://www.dot.nd.gov/projects/lrtp/)



[www.facebook.com/TransportationConnection/](http://www.facebook.com/TransportationConnection/)



[www.twitter.com/ndlrtp](http://www.twitter.com/ndlrtp)



[www.instagram.com/transportationconnection/](http://www.instagram.com/transportationconnection/)

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