

***Bismarck-Mandan***



**METROPOLITAN PLANNING ORGANIZATION**

FY 2020-2023

TRANSPORTATION IMPROVEMENT PROGRAM

**FINAL**

RESOLUTION

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

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

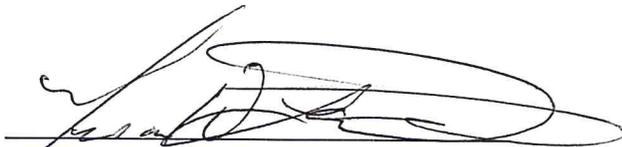
WHEREAS, the Bismarck-Mandan Metropolitan Planning Organization under 23 CFR 450.336, certifies that its planning process complies with requirements such as: non-discrimination on the basis of sex, color, creed, disablement, age or national origin; and compliance with Section 174 and 176 (c) and (d)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

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

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 2020 through 2023.

BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization certifies that the requirements of 23 CFR 450.336 and FAST Act (Pub. L. 114-357) are met.

Dated this 17<sup>th</sup> day of Sept., 2019



Chair  
Bismarck-Mandan  
Metropolitan Planning Organization

09/17/19

Date

# Bismarck-Mandan Metropolitan Planning Organization 2020-2023 Transportation Improvement Program

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## TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) for the Bismarck-Mandan Planning Area shows the significant transportation system improvements to be implemented during the next four years. The 2020-2023 TIP is prepared as a requirement of the Federal-aid planning process.

The requirements of 23 CFR 450.326 stipulate each MPO must develop a TIP, and project selection must be performed in cooperation with MPOs. Similarly, the local TIP must be developed in cooperation with the State. While federal regulations require this document be updated every four years, the Bismarck/Mandan MPO updates the TIP annually. The duration of the TIP is four federal fiscal years. In order to remain consistent with these requirements, projects programmed for 2020 are considered the Annual Element and are priority 1. Program Years 2021 and 2022 and 2023 are designated as future year projects and are priority 2, 3, and priority 4 respectively.

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

The projects selected for inclusion in the TIP are based upon MPO review, local prioritization and funding factors, DOT prioritization and funding considerations, as well as consistency with the 2015-2040 Long Range Transportation Plan, as determined by the MPO. Figure 1 shows a flowchart of the typical schedule of development for the TIP.

It is the intent that the 2020-2023 TIP is compliant with the requirements of the MAP -21 and FAST Act regulations. The following three paragraphs discuss efforts undertaken to incorporate a variety of federal initiatives into the planning process, namely, Performance-Based Planning and Programming (PBPP), Transportation Systems Management and Operations (TSM&O), and Transit Asset Management (TAM).

MAP-21 and FAST ACT requires incorporation of Performance-Based Planning and Programming (PBPP) in the development of the MPOs Metropolitan Transportation Plan (MTP) and TIP. Further, 23 CFR 450.326(d) defines that 'the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.' The Bismarck-Mandan MPO, in accordance with the federal rule, will incorporate the short-term projects identified in the 2020-2045 MTP into the current and future TIPs. These short-term projects were identified as the most immediate needs within the Metropolitan area, based on a performance-based approach to planning, public involvement and financial constraints of the MTP process. Completion of these projects will aid in meeting the performance targets set within the MTP.

The MPO has made efforts to incorporate Transportation Systems Management and Operations (TSM&O) and its objectives into the planning process. Actions include incorporating TSM&O language and ideas into the 2020-2045 MTP, and (as a result) the TIP, by considering TSM&O projects during the selection and prioritization process. As a developing system, TSM&O is expected to be further integrated in future years. Overall, TSM&O elements will aim to preserve capacity while improving the security, safety and reliability of the existing transportation system.

Federal requirements regarding Transit Asset Management (TAM) are completed in cooperation with Bis-Man Transit. The MPO must report upon the condition of transit's fleet and, if necessary, facilities. The MPO is also required to list all applicable TIP projects that maintain or enhance transit assets in a State of Good Repair. Finally, the MPO will determine if Transit has adequate planning to maintain its assets in the future. Reporting of the TAM targets—which were established by NDDOT and adopted by Transit—can be found in a later section of the TIP.

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

MPO staff worked with the local communities and State Department of Transportation to prepare the FY 2020-2023 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

In 2019, the MPO adopted a Transit Development Plan (TDP) for Bis-Man Transit, who brokers the current transit system.

The MPO Public Participation Plan was followed in developing this TIP. A copy of the Public Participation Plan is available for inspection at the following locations:

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

Bismarck Veterans Memorial Public Library  
515 N 5<sup>th</sup> Street  
Bismarck, ND 58501

Morton Mandan Public Library  
609 W Main St.  
Mandan, ND 58554

Online: <http://www.bismarcknd.gov/index.aspx?nid=1225>

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

### TIP Project Selection Process

Project selection for the 2020-2023 TIP was accomplished through the MPO/DOT TIP process of local jurisdiction project selection, MPO and NDDOT review, subsequent funding development by the NDDOT, and finally TIP public review and final submission to the MPO Policy Board, the NDDOT, FHWA, and FTA as detailed in Figure 1.

### TIP Amendment Process

TIP Amendments will be released for a 15-day public comment period if they are significant in nature. Significant amendments may include:

- Major scope changes to individual projects
- Significant cost changes (increases or decreases generally greater than or equal to 10% of the total cost of the subject TIP year or \$1,000,000 whichever is less)
- Adding or removing projects
- Capacity-increasing projects
- Projects negatively impacting air quality or environmental justice areas (concentrated populations of low income and minorities)
- Any other projects that have the potential to affect the fiscal constraint of the MTP

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

In addition, a legal notice or advertisement will be published in the Mandan News but is not subject to the 15-day notice period as the Mandan News is currently only published once per week. Significant TIP Amendments will require MPO Policy Board approval.

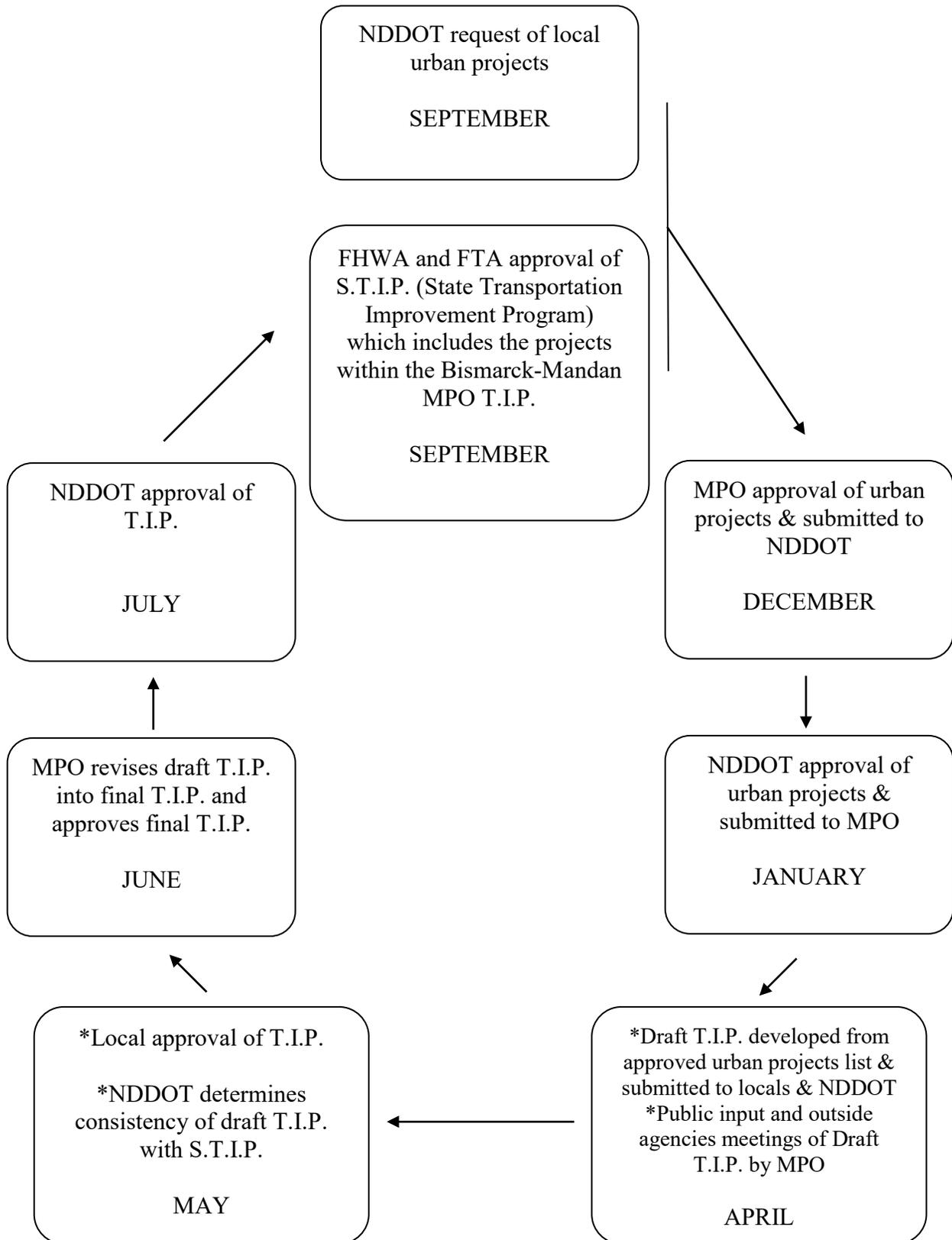
TIP Administrative Modifications may include:

- Minor scope changes
- Minor cost changes (increases or decreases of generally less than 10% of the total cost of the subject TIP year)

The MPO TAC and Policy Board, as well as NDDOT, FHWA, and FTA, will be notified regarding TIP Administrative Modifications. Public notification is not required for a TIP Administrative Modification.

Participation plan please see: <http://bismarcknd.gov/1225/Public-Participation-Plan>.

MPO TIP Process (Figure 1)



**2020-2023**

**ROADWAY IMPROVEMENT PROJECT LIST**

# 2020-2023 Transportation Improvement Program

## TIP Points



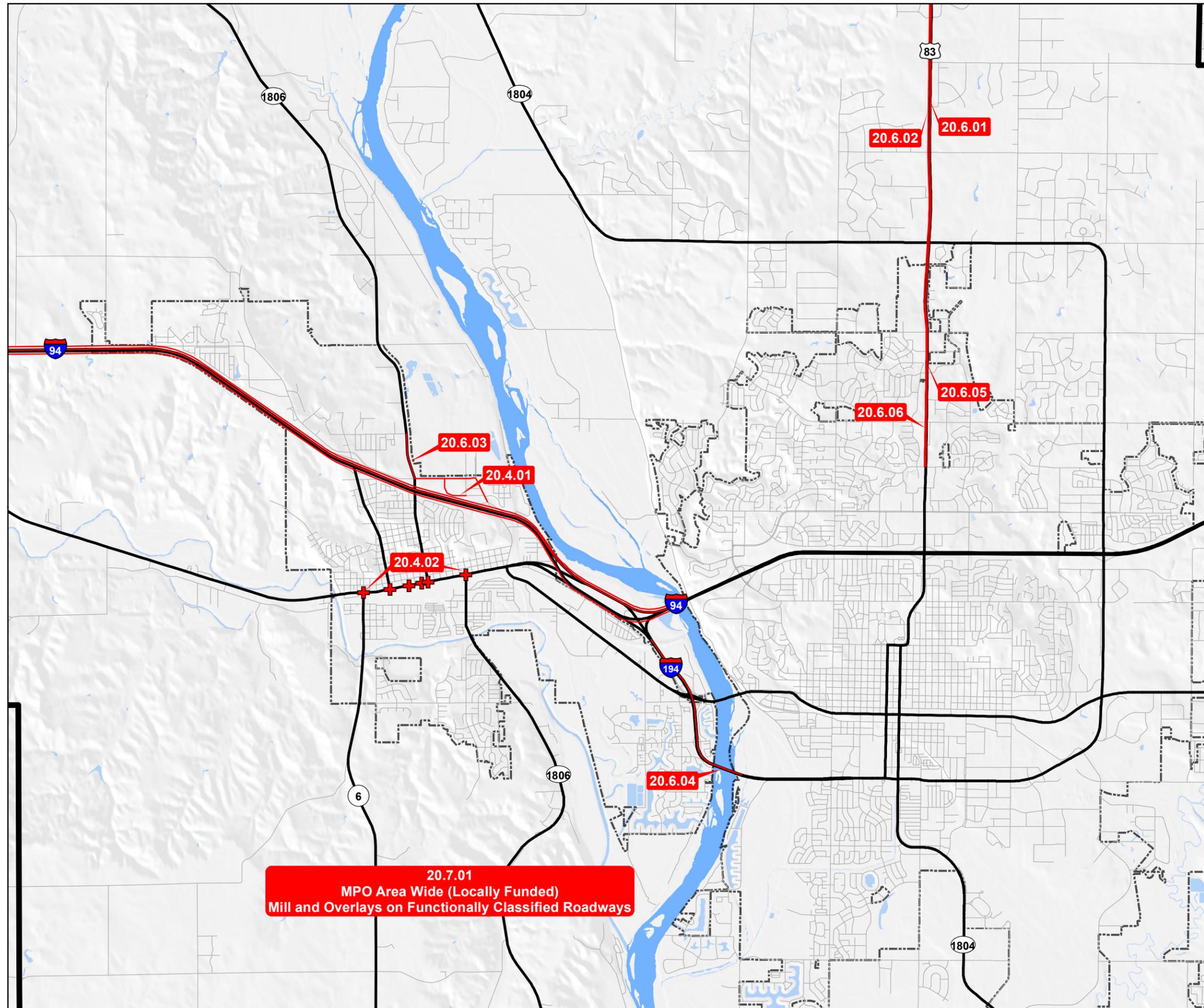
## 2020 TIP Projects



MPO Boundary



Corporate Limits



**20.7.01**  
MPO Area Wide (Locally Funded)  
Mill and Overlays on Functionally Classified Roadways



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

Map created by DAN September 2019 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.  
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**2020-2023 Transportation**

**Improvement Program**

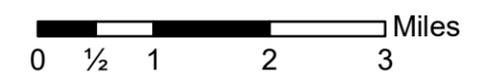
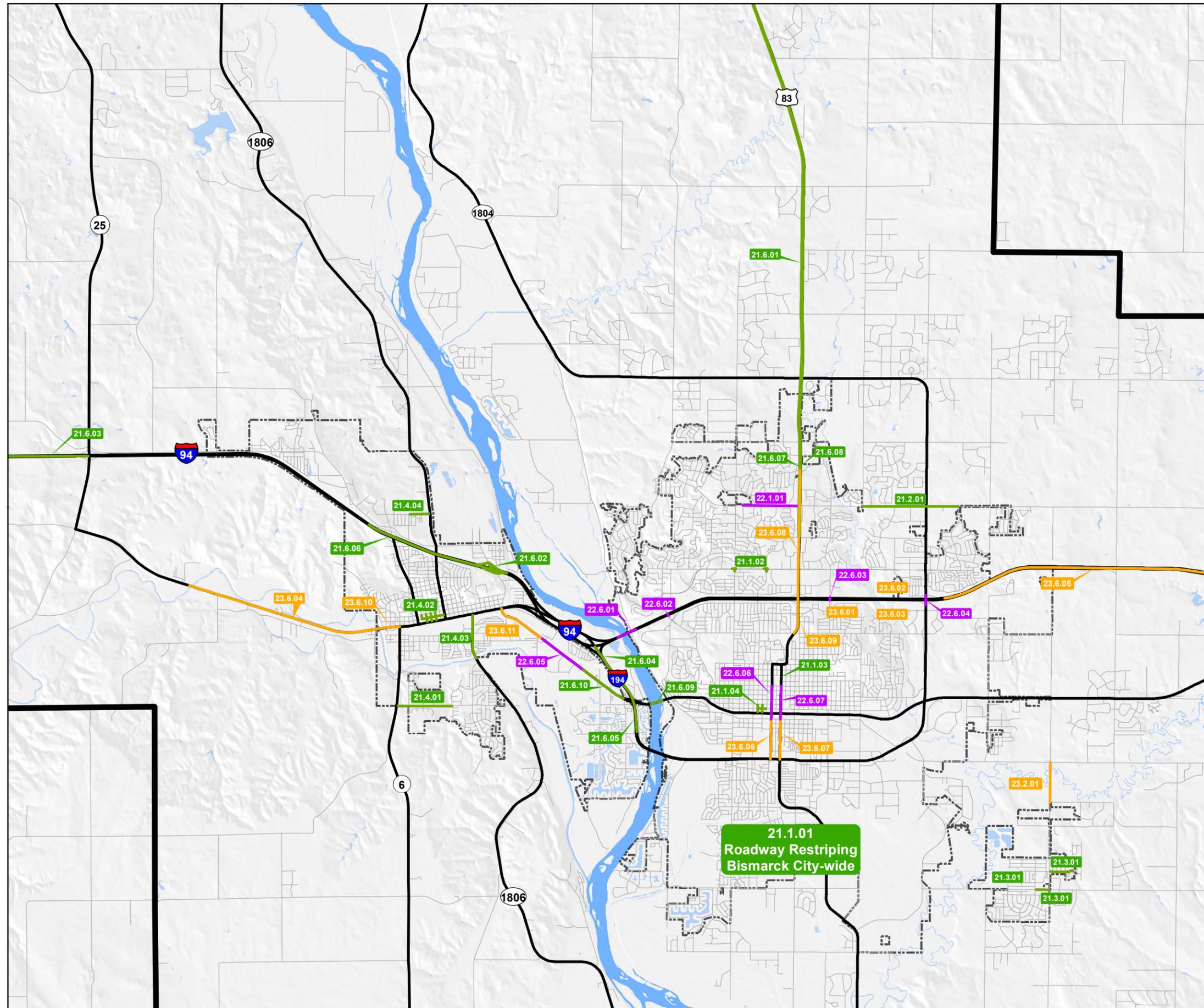
**2021-2023 TIP Projects**

- 2021
- 2022
- 2023

**TIP Points (YEAR)**

- + 2021
- + 2023

-  Corporate Limits
-  MPO Boundary



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

Map created by DAN September 2019 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.  
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PROJECT YEAR 2020

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
MANDAN	20.4.01	*Regionally Significant Project (RSP) - 16 St NE (8th Av NE to Old Red Trail) (2,000 ft extension of existing street, west and north)	\$0	\$0	\$1,600,000	\$1,600,000		
MANDAN	20.4.02	*URBAN REGIONAL PROJECT - Main Street (ND 6 to ND 1806) (Traffic Signal Upgrades)	\$2,137,670	\$247,330	\$265,000	\$2,650,000	S-NHU	21173
NDDOT	20.6.01	<sup>MPO</sup> Rural - Highway 83 (57th Av to Wilton, North Bound) (19.8 miles, Mill & Overlay, Turn lanes)	\$1,888,897	\$445,202	\$0	\$2,334,099	NH	17378
NDDOT	20.6.02	<sup>MPO</sup> Rural - Highway 83 (57th Av to Wilton, South Bound) (19.8 miles, Mill & Overlay, Turn lanes)	\$1,673,130	\$394,262	\$0	\$2,067,392	NH	21627
NDDOT	20.6.03	**Urban Regional - ND 1806 (I-94 Ramps to 27th St NW) (4.2 miles Reconstruction)	\$6,241,000	\$699,000	\$771,000	\$7,711,000	NHU	22181
NDDOT	20.6.04	*Urban Regional - ND 810 (Bismarck & Mandan) (Expressway Bridge) (Joint Repair, Structure Paint, Structure Incidentals, Lighting)	\$753,000	\$84,000	\$93,000	\$930,000	NHU	
NDDOT	20.6.05	Urban Regional Project - Highway 83, Northbound Lane (Calgary Ave to 57th Av)) (1.5 miles Mill and Overlay)	\$427,000	\$101,000	\$0	\$528,000	NHU	17378
NDDOT	20.6.06	Urban Regional Project - Highway 83, Southbound Lane (Calgary Ave to 57th Av) (1.5 miles Mill and Overlay)	\$391,000	\$92,000	\$0	\$483,000	NHU	21627
OTHER	20.7.01	Regionally Significant Project (RSP) - Mill and Overlays (MPO area wide) (Preservation on Functionally Classified Roadways, Soley Locally Funded)	\$0	\$0	\$6,124,671	\$6,124,671		

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

<sup>MPO</sup> Project area extent is larger than the MPO area. Costs have been prorated to reflect only the portion within MPO area.

<sup>A</sup>Pending Availability of Federal Funds

PROJECT YEAR 2021

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
BISMARCK	21.1.01	Safety - Bismarck (Washington St, Calgary Ave, 26th St, Rosser Ave, & Interstate Ave) (Restriping)	\$503,000	\$0	\$56,000	\$559,000	HES	
BISMARCK	21.1.02	Safety - Bismarck (Century Ave & Washington St, Century Ave & 4th St) (Positive Left Turns)	\$698,000	\$0	\$77,000	\$775,000	HEU	
BISMARCK	21.1.03	Safety - Bismarck (7 St & Ave D, 7th St & Ave E, 9th St & Ave D, and 9th St & Ave E) (Rapid Rectangular Flashing Beacon)	\$299,700	\$16,650	\$16,650	\$333,000	HEU	
BISMARCK	21.1.04	Urban Grants Project - Bismarck N 4th St (Main to Thayer), N 5th St (Main to Thayer), Broadway (N 4th St to N 6th St) (CPR <sup>1</sup> , Curb & Gutter, Sidewalk, Pavement Marking, LED Lighting, Pedestrian Lighting, Signing, ADA Ramps, Landscaping)	\$1,000,000	\$0	\$251,000	\$1,251,000	UGP	
BURLEIGH	21.2.01	*Urban Roads - Burleigh County 43rd Ave (North 26th St to Roosevelt Dr) (Reconstruction)	\$4,200,000	\$0	\$1,050,000	\$5,250,000	NHU	
LINCOLN	21.3.01	Transportation Alternatives - SRTS - Lincoln (66th St & Dolan Dr, Lincoln Rd & McDougall Dr, South Side Dolan Dr - 66th St to Butler St, Lincoln Rd & Benteen St, Lincoln Rd - McDougall to 66th X-Walks, New Sidewalks, Lighting along Shared Use Path)	\$222,896	\$0	\$52,522	\$275,418	TA	
MANDAN	21.4.01	Transportation Alternatives - Mandan 19th St SE Trail Project (South Side of 19th SE, ND Highway 6 to Macedonia Av SE) (10' Wide Shared Use Path, 4,570' ft Long, Signed & Marked X-Walks, Rapid Rectangular Flashing Beacon)	\$290,000	\$0	\$147,000	\$437,000	TA	
MANDAN	21.4.02	Urban Grants Project - Mandan 1st St NW (5th Av NW to Collins Av), 2nd Av NW (Main to 2nd St NW), 3rd Av NW (Main to 2nd St NW), 4th Av NW (Main to 2nd St NW), 5th Av NW (1st St NW to 2nd St NW) (Reconstruction, Watermain, Sidewalk, ADA Ramps, LED Lighting, Signing, Striping, Parking, Beautification)	\$2,428,000	\$0	\$2,272,000	\$4,700,000	UGP	
MANDAN	21.4.03	Urban Regional - Mandan ND 1806 (.7 miles, Main St to Heart River Bridge) (Deck Overlay, Bridge Rail Retrofit, Approach Slabs, CPR <sup>1</sup> , Signal)	\$1,002,000	\$112,000	\$124,000	\$1,238,000	NHU	
MANDAN	21.4.04	**Urban Roads - Mandan 27th Street (ND Highway 1806 to 8th Ave NW) (Reconstruction)	\$1,052,000	\$0	\$948,000	\$2,000,000	SU	
NDDOT	21.6.01	<sup>MPO</sup> Rural - US 83, Northbound and Southbound lanes (57th Ave to Wilton) (19.8 miles, Microsurfacing)	\$899,514	\$212,040	\$0	\$1,111,554	NH	
NDDOT	21.6.02	*Rural - I-94 (Mandan Ave Interchange) (.3 miles, Concrete Pavement, Ramp Revisions)	\$3,150,000	\$350,000	\$0	\$3,500,000	IM	22182
NDDOT	21.6.03	<sup>MPO</sup> Rural - I-94, Eastbound and Westbound lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles, CPR <sup>1</sup> , Grinding, HBP <sup>2</sup> on Ramps)	\$485,544	\$54,123	\$0	\$539,667	IM	
NDDOT	21.6.04	Safety - Mandan I-194 (South of I-94 to Memorial Highway, EB/WB) (.6 miles, Concrete Pavement, Concrete Median Barrier)	\$1,228,000	\$136,000	\$0	\$1,364,000	HEU	22440
NDDOT	21.6.05	Safety - Mandan ND 810 (Memorial Highway - McKenzie Dr, EB/WB) (.4 miles, Concrete Pavement, Concrete Median Barrier)	\$812,000	\$45,000	\$45,000	\$902,000	HEU	22441
NDDOT	21.6.06	Safety - I-94 Mandan (W of Sunset Dr - E of Mandan Av) <sup>#</sup> (High Tension Median Cable Guiderail)	\$553,000	\$61,000	\$0	\$614,000	HEN	22442
NDDOT	21.6.07	Urban Regional - US 83 (Calgary Av to 57th Av, North Bound) (1.5 miles, Microsurfacing)	\$90,000	\$21,000	\$0	\$111,000	NHU	
NDDOT	21.6.08	Urban Regional - US 83 (Calgary to 57th Av, South Bound) (1.5 miles, Microsurfacing)	\$90,000	\$21,000	\$0	\$111,000	NHU	
NDDOT	21.6.09	<sup>U</sup> Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (.1 miles, Memorial Bridge) (Structure Items)	\$568,000	\$64,000	\$70,000	\$702,000	NHU	
NDDOT	21.6.10	<sup>**</sup> Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extents TBD) (Reconstruction)	\$8,000,000	\$1,000,000	\$1,000,000	\$10,000,000	SU	

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

<sup>MPO</sup> Project area extent is larger than the MPO area. Costs have not been prorated.

CPR<sup>1</sup> = Concrete Pavement Repair

HBP<sup>2</sup> = Hot Bituminous Pavement

<sup>#</sup> Approximately 0.4 miles west of Sunset Dr & 0.4 miles east of Mandan Av

<sup>\*</sup> Pending Availability of Federal Funds

PROJECT YEAR 2022

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
BISMARCK	22.1.01	*Urban Roads - Bismarck 43rd Ave (Montreal St to State St) (Reconstruction)	\$7,280,000	\$0	\$1,820,000	\$9,100,000	NHU	
NDDOT	22.6.01	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Expansion Joint Modifications, Approach Slabs)	\$779,000	\$87,000	\$0	\$866,000	IM	
NDDOT	22.6.02	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	\$297,000	\$33,000	\$0	\$330,000	IM	
NDDOT	22.6.03	Bridge - I-94 (.5 mile east of US Highway 83, 19th St) (Deck Overlay, Approach Slabs, Expansion Joint Modifications)	\$570,000	\$63,000	\$0	\$633,000	IM	
NDDOT	22.6.04	Bridge - I-94 (2 miles east of US Highway 83, Centennial/Bismarck Expressway) (Deck Overlay, Approach Slabs, Expansion Joint Modifications)	\$918,000	\$102,000	\$0	\$1,020,000	IM	
NDDOT	22.6.05	*Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extents TBD) (.6 miles, Reconstruction)	\$8,000,000	\$1,000,000	\$1,000,000	\$10,000,000	SU	
NDDOT	22.6.06	*Urban Regional - Bismarck 7th St (Ave C to Front Ave) (.6 miles, Signals)	\$890,000	\$100,000	\$110,000	\$1,100,000	NHU	
NDDOT	22.6.07	*Urban Regional - Bismarck 9th St (Ave C to Front Ave) (.6 miles, Signals)	\$890,000	\$100,000	\$110,000	\$1,100,000	NHU	

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

^Pending Availability of Federal Funds

PROJECT YEAR 2023

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN
BURLEIGH	23.2.01	*Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northgate Dr) (Reconstruction, Structures)	\$8,000,000	\$0	\$4,700,000	\$12,700,000	SU	
NDDOT	23.6.01	Bridge - I-94 (.5 mile east of US 83 North, 19th St) (Structure Paint)	\$283,000	\$31,000	\$0	\$314,000	IM	
NDDOT	23.6.02	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	\$304,000	\$34,000	\$0	\$338,000	IM	
NDDOT	23.6.03	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	\$304,000	\$34,000	\$0	\$338,000	IM	
NDDOT	23.6.04	Rural - I-94B (Mandan Main St & Highway 6 to West of Mandan) (5.7 miles Gravel Shoulders, Mill & Overlay 2" max , Structure/Incidentals)	\$1,268,000	\$299,000	\$0	\$1,567,000	NH	
NDDOT	23.6.05	<sup>MPO</sup> Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) 9.8 miles, Median X-Overs, Ramp Connections)	\$1,051,200	\$116,800	\$0	\$1,168,000	IM	
NDDOT	23.6.06	Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (.6 miles, Reconstruction)	\$2,529,000	\$283,000	\$313,000	\$3,125,000	NHU	
NDDOT	23.6.07	Urban Regional - Bismarck 9th St (Front Av to Bismarck Expressway) (.6 miles, Mill & Overlay, Curb & Gutter)	\$761,000	\$85,000	\$94,000	\$940,000	NHU	
NDDOT	23.6.08	Urban Regional - Bismarck State St (I-94 to LaSalle Dr) (2.0 miles, Signals, CPR)	\$1,869,000	\$441,000	\$0	\$2,310,000	NHU	
NDDOT	23.6.09	Urban Regional - Bismarck State St (Divide Av to I-94) (.7 miles, Signals, CPR)	\$660,000	\$74,000	\$82,000	\$816,000	NHU	
NDDOT	23.6.10	Urban Regional - Mandan I-94B (W Urban Limit* to Heart River Bridge) (.6 miles, Mill & Overlay 2" max)	\$182,000	\$43,000	\$0	\$225,000	NHU	
NDDOT	23.6.11	**Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (1.7 miles, Reconstruction)	\$8,000,000	\$1,000,000	\$1,000,000	\$10,000,000	SU	

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

<sup>MPO</sup> Pending Availability of Federal Funds

\* Urban Limits are approximately 0.6 miles west of Heart River Bridge

<sup>MPO</sup> Project area extent is larger than the MPO area. Costs have not been prorated.

**2020-2023**

**TRANSIT IMPROVEMENT PROJECT LIST**

Project Number	Project Location	Project Type	Funding	Project Description	Funding Source	2020	2021	2022	2023	Total
1	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307)	Preventative maintenance and operating costs associated with the operations contract	Fed	\$960,000	\$960,000	\$960,000	\$960,000	\$3,840,000
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000
			80 / 20		Total	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$4,800,000
2	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307)	Preventative maintenance on transit vehicles	Fed	\$79,961	\$81,160	\$82,378	\$83,613	\$327,112
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$19,990	\$20,290	\$20,595	\$20,903	\$81,778
			80 / 20		Total	\$99,951	\$101,450	\$102,973	\$104,516	\$408,890
3	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307)	Operating assistance for elderly/disabled and fixe route service	Fed	\$762,827	\$788,669	\$814,900	\$841,523	\$3,207,919
					State	\$404,000	\$404,000	\$404,000	\$404,000	\$1,616,000
					Local	\$358,827	\$384,669	\$410,900	\$437,523	\$1,591,919
			50 / 50		Total	\$1,525,654	\$1,577,338	\$1,629,800	\$1,683,046	\$6,415,838
4	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307)	Public transportation security projects	Fed	\$18,210	\$18,483	\$18,760	\$19,042	\$74,495
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$4,553	\$4,621	\$4,690	\$4,761	\$18,625
			80 / 20		Total	\$22,763	\$23,104	\$23,450	\$23,803	\$93,120
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80/20	Provide funding for the Transit Development Plan	Fed	\$0	\$0	\$0	\$0	\$0
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$0	\$0	\$0	\$0	\$0
					Total	\$0	\$0	\$0	\$0	\$0
6	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339)	Provide funding to replace, rehabilitate, and purchase busses and related equipment, including shop equipment, and construct bus related facilities	Fed	\$65,845	\$300,000	\$580,000	\$306,400	\$1,252,245
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$16,461	\$75,000	\$145,000	\$76,600	\$313,061
			80 / 20		Total	\$82,306	\$375,000	\$725,000	\$383,000	\$1,565,306
7	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310)	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed	\$82,368	\$124,800	\$124,800	\$124,800	\$456,768
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$20,592	\$31,200	\$31,200	\$31,200	\$114,192
			80 / 20		Total	\$102,960	\$156,000	\$156,000	\$156,000	\$570,960
8	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Operating assistance to the elderly and disabled	Fed	\$63,700	\$13,125	\$13,781	\$14,470	\$105,076
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$63,700	\$13,125	\$13,781	\$14,470	\$105,076
			50 / 50		Total	\$127,400	\$26,250	\$27,562	\$28,940	\$210,152

**2020-2023**

**EXPENSE/REVENUE SUMMARY**

FY 2020 - 2023 TIP

EXPENSE SUMMARY BY GEOGRAPHIC LOCATION

PROJECTS	FUNDING SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)	
Annual Element 2020	Federal ( <sup>1</sup> Construction)	0	0	6,241,000	0	0	0	6,241,000	
	Federal ( <sup>2</sup> Preservation)	818,000	0	2,137,670	3,562,027	0	753,000	7,270,697	
	State ( <sup>1</sup> Construction)	0	0	699,000	0	0	0	699,000	
	State ( <sup>2</sup> Preservation)	193,000	0	247,330	839,464	0	84,000	1,279,794	
	Local ( <sup>1</sup> Construction)	0	0	771,000	0	0	0	771,000	
	Local ( <sup>2</sup> Preservation)	0	0	265,000	0	0	93,000	265,000	
	*Other Local ( <sup>1</sup> Construction)	0	0	0	0	0	0	0	
	*Other Local ( <sup>2</sup> Preservation)	0	0	0	0	0	0	0	
	RSP ( <sup>1</sup> Construction)	0	0	1,600,000	0	0	0	1,600,000	
	**RSP ( <sup>2</sup> Preservation)	6,124,671	0	0	0	0	0	6,124,671	
	Total (Construction/Engineering)	0	0	9,311,000	0	0	0	9,311,000	
	Total (Preservation)	7,135,671	0	2,650,000	4,401,491	0	930,000	15,117,162	
	Total	7,135,671	0	11,961,000	4,401,491	0	930,000	24,428,162	
Future Projects 2021-2023	Federal ( <sup>1</sup> Construction)	4,608,700	222,896	28,323,000	12,200,000	0	0	45,354,596	
	Federal ( <sup>2</sup> Preservation)	8,347,000	0	7,642,000	899,514	485,544	2,398,200	17,374,058	
	State ( <sup>1</sup> Construction)	499,650	0	3,061,000	0	0	0	3,560,650	
	State ( <sup>2</sup> Preservation)	939,000	0	985,000	212,040	54,123	267,800	2,190,163	
	Local ( <sup>1</sup> Construction)	549,650	52,522	6,367,000	5,750,000	0	0	12,719,172	
	Local ( <sup>2</sup> Preservation)	560,000	0	169,000	0	0	70,000	729,000	
	*Other Local ( <sup>1</sup> Construction)	0	0	0	0	485,544	2,398,200	485,544	
	*Other Local ( <sup>2</sup> Presevation)	0	0	0	0	0	0	0	
		Total (Construction/Engineering)	5,658,000	275,418	37,751,000	17,950,000	485,544	2,398,200	62,119,962
		Total (Preservation)	9,846,000	0	1,154,000	1,111,554	54,123	337,800	12,165,677
	Total	15,504,000	275,418	38,905,000	19,061,554	539,667	2,736,000	74,285,639	
<b>Total</b>	<b>FY 2020-2023</b>	<b>22,639,671</b>	<b>275,418</b>	<b>50,866,000</b>	<b>23,463,045</b>	<b>539,667</b>	<b>3,666,000</b>	<b>97,783,801</b>	

REVENUE SUMMARY

PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)	
Annual Element 2020	Federal ( <sup>1</sup> Construction)	0	0	6,241,000	0	0	0	6,241,000	
	Federal ( <sup>2</sup> Preservation)	818,000	0	2,137,670	3,562,027	0	753,000	7,270,697	
	State ( <sup>1</sup> Construction)	0	0	699,000	0	0	0	699,000	
	State ( <sup>2</sup> Preservation)	193,000	0	247,330	839,464	0	84,000	1,279,794	
	Local ( <sup>1</sup> Construction)	0	0	771,000	0	0	0	771,000	
	Local ( <sup>2</sup> Preservation)	0	0	265,000	0	0	93,000	265,000	
	*Other Local ( <sup>1</sup> Construction)	0	0	0	0	0	0	0	
	*Other Local ( <sup>2</sup> Preservation)	0	0	0	0	0	0	0	
	RSP ( <sup>1</sup> Construction)	0	0	1,600,000	0	0	0	1,600,000	
	**RSP ( <sup>2</sup> Preservation)	6,124,671	0	0	0	0	0	6,124,671	
	Total (Construction/Engineering)	0	0	9,311,000	0	0	0	9,311,000	
	Total (Preservation)	7,135,671	0	2,650,000	4,401,491	0	930,000	15,117,162	
	Total	7,135,671	0	11,961,000	4,401,491	0	930,000	24,428,162	
Future Projects 2021-2023	Federal ( <sup>1</sup> Construction)	4,608,700	222,896	28,323,000	12,200,000	0	0	45,354,596	
	Federal ( <sup>2</sup> Preservation)	8,347,000	0	7,642,000	899,514	485,544	2,398,200	17,374,058	
	State ( <sup>1</sup> Construction)	499,650	0	3,061,000	0	0	0	3,560,650	
	State ( <sup>2</sup> Preservation)	939,000	0	985,000	212,040	54,123	267,800	2,190,163	
	Local ( <sup>1</sup> Construction)	549,650	52,522	6,367,000	5,750,000	0	0	12,719,172	
	Local ( <sup>2</sup> Preservation)	560,000	0	169,000	0	0	70,000	729,000	
	*Other Local ( <sup>1</sup> Construction)	0	0	0	0	485,544	2,398,200	485,544	
	*Other Local ( <sup>2</sup> Presevation)	0	0	0	0	0	0	0	
		Total (Construction/Engineering)	5,658,000	275,418	37,751,000	17,950,000	485,544	2,398,200	62,119,962
		Total (Preservation)	9,846,000	0	1,154,000	1,111,554	54,123	337,800	12,165,677
	Total	15,504,000	275,418	38,905,000	19,061,554	539,667	2,736,000	74,285,639	
<b>Total</b>	<b>FY 2020-2023</b>	<b>22,639,671</b>	<b>275,418</b>	<b>50,866,000</b>	<b>23,463,045</b>	<b>539,667</b>	<b>3,666,000</b>	<b>97,783,801</b>	

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

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

year funding tables.

<sup>1</sup> Construction projects refer to expansion and/or rehabilitation projects. Expansion projects focus on improving traffic flow or safety and could include projects such as: adding through lanes or turn lanes; new streets or multi-use trails; upgrading an intersection; or new/improved interchanges on interstate. Rehabilitation projects are focused on maintaining the current network and may include projects such as: resurfacing or reconstructing a new street or multi-use trail; or bridge replacement.

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

**TRANSIT PROJECTS FUNDING/COSTS SUMMARY OF BISMARCK-MANDAN AREA**

**2020 - 2023**

	FUNDING SOURCE	FUNDING AMOUNT (\$)	ANTICIPATED COSTS (\$)
Annual Element 2020	Federal	\$2,068,913	\$2,068,913
	Federal Match	\$0	\$0
	State	\$404,000	\$404,000
	Local	\$759,855	\$759,855
	<b>Total</b>	<b>\$3,232,768</b>	<b>\$3,232,768</b>
Future Projects 2021-2023	Federal	\$7,398,176	\$7,398,176
	Federal Match	\$0	\$0
	State	\$1,212,000	\$1,212,000
	Local	\$2,626,743	\$2,626,743
	<b>Total</b>	<b>\$11,236,919</b>	<b>\$11,236,919</b>
<b>Transit Total</b>	<b>FY 2020-2023</b>	<b>\$14,469,687</b>	<b>\$14,469,687</b>

**2020-2023**

**OPERATIONS AND MAINTENANCE**

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

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

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

Although federal funding is not used toward state or local O&M programs within the MPO area, these types of activities are supported by the MPO's 2040 Long Range Transportation Plan. They are supported specifically through goals that aim to 'Maintain and Improve Regional Mobility and Connections' and 'Maintain the Transportation System in a State-of-Good-Repair'. Further support is found in the goals and objectives of the 2020-2045 MTP, which will be adopted in March 2020.

The following is a breakdown of O&M for the 2020-2023 TIP.

**Bismarck-Mandan MPO Operations and Maintenance NDDOT and Member Jurisdiction Expenditures and Revenues 2020-2023**  
**NDDOT Operations and Maintenance Expenses/Revenues for Federal-Aid Highways in the Bismarck-Mandan MPO Area**

Year(s)	Anticipated Operations and Maintenance Expenses <sup>1</sup>	Anticipated Maintenance and Operations Revenue <sup>1</sup>	Federal-aid Highway Lane Miles in Bismarck-Mandan MPO Area which NDDOT Provides Operation and Maintenance Activities	Percent Federal-Aid Highway Lane Miles in MPO per Total Statewide Roadway Lane Miles	MPO Area Apportioned Operations and Maintenance Expenses	MPO Area Apportioned Operations and Maintenance Revenues
2020	\$130,611,520	\$130,611,520	312	1.90%	\$2,481,618.88	\$2,481,618.88
2021-2023	\$424,025,598	\$424,025,598	312	1.90%	\$8,056,486.36	\$8,056,486.36

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

**City of Bismarck Operations and Maintenance Expenses/Revenues**

Year	Anticipated Operations and Maintenance Expenses <sup>1</sup>	Anticipated Maintenance and Operations Revenue <sup>1</sup>	Funding Sources for Operations and Maintenance Activities	Percent of Federal-Aid Highways to total roadways in City of Bismarck <sup>2</sup>	City of Bismarck Apportioned Operations and Maintenance Expenses for Federal-Aid Highways <sup>2</sup>	City of Bismarck Apportioned Operations and Maintenance Revenues for Federal-Aid Highways <sup>2</sup>
2020	7,070,730	\$7,070,730	Motor vehicle fees, roads and bridges funding from state, sale of labor and equipment, equipment rental to other divisions	26.90%	\$1,902,026.37	\$1,902,026.37
2021	7,353,559	\$7,353,559	Motor vehicle fees, roads and bridges funding from state, sale of labor and equipment, equipment rental to other divisions	26.90%	\$1,978,107.37	\$1,978,107.37
2022	7,647,701	\$7,647,701	Motor vehicle fees, roads and bridges funding from state, sale of labor and equipment, equipment rental to other divisions	26.90%	\$2,057,231.57	\$2,057,231.57
2023	7,953,609	\$7,953,609	Motor vehicle fees, roads and bridges funding from state, sale of labor and equipment, equipment rental to other divisions	26.90%	\$2,139,520.82	\$2,139,520.82

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

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

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

**Federal-Aid Highways in the City of Bismarck**

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

**Burleigh County Operations and Maintenance Expenses/Revenues**

Year	Anticipated Operations and Maintenance Expenses <sup>1</sup>	Anticipated Maintenance and Operations Revenue <sup>1</sup>	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Burleigh County <sup>2</sup>	Burleigh County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways <sup>2</sup>	Burleigh County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways <sup>2</sup>
2020	\$5,263,609	\$5,263,609	Hwy Gas Tax, Political Sub Work/Misc, Taxes/State Aid	5.60%	\$294,762.10	\$294,762.10
2021	\$5,474,154	\$5,474,154	Hwy Gas Tax, Political Sub Work/Misc, Taxes/State Aid	5.60%	\$306,552.62	\$306,552.62
2022	\$5,693,120	\$5,693,120	Hwy Gas Tax, Political Sub Work/Misc, Taxes/State Aid	5.60%	\$318,814.72	\$318,814.72
2023	\$5,920,845	\$5,920,845	Hwy Gas Tax, Political Sub Work/Misc, Taxes/State Aid	5.60%	\$331,567.32	\$331,567.32

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

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

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

**Federal-Aid Highways in Burleigh County**

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

**City of Mandan Operations and Maintenance Expenses/Revenues**

Year	Anticipated Operations and Maintenance Expenses <sup>1</sup>	Anticipated Maintenance and Operations Revenue <sup>1</sup>	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in City of Mandan <sup>2</sup>	City of Mandan Apportioned Operations and Maintenance Expenses for Federal-Aid Highways <sup>2</sup>	City of Mandan Apportioned Operations and Maintenance Revenues for Federal-Aid Highways <sup>2</sup>
2020	\$1,755,062	\$1,755,062	Highway Tax	29.90%	\$524,763.54	\$524,763.54
2021	\$1,846,064	\$1,846,064	Highway Tax	29.90%	\$551,973.14	\$551,973.14
2022	\$1,919,907	\$1,919,907	Highway Tax	29.90%	\$574,052.19	\$574,052.19
2023	\$1,996,703	\$1,996,703	Highway Tax	29.90%	\$597,014.20	\$597,014.20

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

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

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

**Federal-Aid Highways in the City of Mandan**

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

**Morton County Operations and Maintenance Expenses/Revenues**

Year	Anticipated Operations and Maintenance Expenses <sup>1</sup>	Anticipated Maintenance and Operations Revenue <sup>1</sup>	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Morton County <sup>2</sup>	Morton County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways <sup>2</sup>	Morton County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways <sup>2</sup>
2020	753,464	753,464	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$828.81	\$828.81
2021	745,929	745,929	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$820.52	\$820.52
2022	738,470	738,470	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$812.32	\$812.32
2023	731,085	731,085	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$804.19	\$804.19

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

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

\*County provided specific estimates for future year expenses and revenues

**Federal-Aid Highways in Morton County**

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

**2020**

**REGIONALLY SIGNIFICANT PROJECTS**

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

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

#### Guidance for Regionally Significant Projects

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

The MPO receives few Regionally Significant Projects. This is attributed to different development schedules for the TIP and the Counties' and Cities' 'Capital Improvement Plans', as well as a lack of formalized mechanisms to fund local level transportation projects outside of the current federal aid channels. In response to few RSP notifications, the MPO requests local jurisdictions report on anticipated construction of regionally significant, developer funded roadways. It is recognized that most local roadways (those that do not receive federal funding) are constructed by private developers. Roadways that are committed to be constructed by developers, and are regionally significant, should be reported with approximate cost estimates. Reasonable estimates are based on current average costs of similar road sections and will be developed by the respective reporting jurisdiction. In addition, the MPO includes recent RSP whose construction started within one year of the current TIP's scope.

In spring of 2019, the MPO solicited member jurisdictions and parks and recreation entities serving the MPO area for RSP. There was two RSP provided for the 2020-2023 TIP. These are noted in the 2020 list of projects.

**2020**

**TRANSIT ASSET MANAGEMENT (TAM) REPORTING**

**Bis-Man Transit Useful Life Benchmarks and TAM Targets**

Bis-Man Transit completed and adopted their TAM plan in September 2018. As of July 2019, the transit provider had adopted performance targets set forth by FTA. Targets areas include rolling stock, equipment, and facilities, and are based on Useful Life Benchmarks (ULB) for vehicles and transit facilities. A description of the Federal, State and local useful life benchmarks and performance targets follow:

**Useful Life Benchmark for Vehicles**

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

**Useful Life Benchmark for Transit Facilities**

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

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

Asset Category	Performance Measure	Performance Target
Rolling Stock	Age	10% of revenue vehicles within any particular asset class that have met or exceeded their ULB
Equipment	Age	10% of non-revenue vehicles that have met or exceeded their ULB
Facilities	Condition	0% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirement Model Scale

**Bismarck-Mandan MPO Reporting**

The Bismarck-Mandan MPO—through their annual Transportation Improvement Program (TIP) update—reports on the condition of Bis-Man Transit’s rolling stock and/or facilities (as provided by the National Transit Database), as well as Transit’s progress toward adopted performance targets. Further, the TIP provides an opportunity to note future investments which maintain the fleet and facility in a State of Good Repair. The Bis-Man Transit Fleet Inventory provided by Bis-Man Transit follows. This inventory matches information submitted to NDT in the May 2019.

**Bis-Man Transit Fleet Inventory**

<b>Service Type</b>	<b>Bus Fleet ID</b>	<b>Year</b>	<b>Category</b>	<b>Condition*</b>
Fixed Route	401	2004	Heavy-Duty Small Bus	Adequate
Fixed Route	402	2004	Heavy-Duty Small Bus	Good
Fixed Route	601	2006	Heavy-Duty Small Bus	Good
Fixed Route	602	2006	Heavy-Duty Small Bus	Good
Fixed Route	1001	2010	Heavy-Duty Small Bus	Good
Fixed Route	1002	2010	Heavy-Duty Small Bus	Good
Fixed Route	1003	2010	Heavy-Duty Small Bus	Good
Fixed Route	1501	2015	Heavy-Duty Large Bus	Excellent
Fixed Route	1502	2015	Heavy-Duty Large Bus	Excellent
Paratransit	37**	2010	Medium-Duty Bus	Good
Paratransit	53	2012	Medium-Duty Bus	Good
Paratransit	54	2012	Medium-Duty Bus	Good
Paratransit	55	2012	Medium-Duty Bus	Good
Paratransit	1701	2017	Medium-Duty Bus	Excellent
Paratransit	1702	2017	Medium-Duty Bus	Excellent
Paratransit	1703	2017	Medium-Duty Bus	Excellent
Paratransit	1704	2017	Medium-Duty Bus	Excellent
Paratransit	62	2012	Light-Duty Vans, Sedans, or Buses	Excellent
Paratransit	63	2012	Light-Duty Vans, Sedans, or Buses	Excellent
Paratransit	1801	2018	Medium-Duty Bus	Excellent
Paratransit	1802	2018	Medium-Duty Bus	Excellent
Paratransit	1803	2018	Medium-Duty Bus	Excellent
Paratransit	1804	2018	Medium-Duty Bus	Excellent
Paratransit	1901	2018	Medium-Duty Bus	Excellent
Paratransit	1902	2018	Medium-Duty Bus	Excellent
Paratransit	1903	2019	Medium-Duty Bus	Excellent
Paratransit	1904	2019	Medium-Duty Bus	Excellent
Paratransit	1905	2019	Medium-Duty Bus	Excellent
Paratransit	1906	2019	Medium-Duty Bus	Excellent
Paratransit	1907	2019	Medium-Duty Bus	Excellent
Paratransit	1908	2019	Medium-Duty Bus	Excellent
Fixed Route	1909	2019	Heavy-Duty Small Bus	Excellent
Fixed Route	1910	2019	Heavy-Duty Small Bus	Excellent

\* Condition and fleet reported as of July 3, 2019

\*\* Set to be decommissioned as it was replaced by bus 1902.

Typically, the Bismarck-Mandan MPO's TIP includes enhancement projects for Bis-Man Transit fleet and facilities. Projects include, but are not limited to, the procurement of replacement buses, federal and local funds given to annual preventive maintenance and security needs, and like procurements. Upcoming projects in the 2020-2023 TIP which contribute to the preventive maintenance of Transit's assets and State of Good Repair (SOGR) program are highlighted:

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2020	2021	2022	2023	Total	
1	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307)	Preventative maintenance and operating costs associated with the operations contract	Fed State	\$960,000	\$960,000	\$960,000	\$960,000	\$3,840,000	
					Local	\$0	\$0	\$0	\$0	\$0	
						\$240,000	\$240,000	\$240,000	\$240,000	\$960,000	
						Total	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$4,800,000
2	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307)	Preventative maintenance on transit vehicles	Fed State	\$79,961	\$81,160	\$82,379	\$83,613	\$327,112	
					Local	\$0	\$0	\$0	\$0	\$0	
						\$19,990	\$20,990	\$20,595	\$20,903	\$81,778	
						Total	\$99,951	\$101,450	\$102,973	\$10,516	\$408,890
3	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307)	Operating assistance for elderly/ disabled and fixed route service	Fed State	\$ 798,469	\$833,900	\$870,302	\$909,687	\$3,406,358	
					Local	\$394,469	\$429,900	\$466,302	\$502,687	\$1,793,358	
						Total	\$1,596,938	\$1,667,800	\$1,740,604	\$1,813,374	\$6,818,716
4	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307)	Public transportation security projects	Fed State	\$18,570	\$18,940	\$19,320	\$19,700	\$76,530	
					Local	\$0	\$0	\$0	\$0	\$0	
						\$4,643	\$4,735	\$4,830	\$4,925	\$19,133	
						Total	\$23,213	\$23,675	\$24,150	\$24,625	\$95,663
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313)	Provide funding for the Transit Development Plan	Fed State	\$0	\$0	\$0	\$0	\$0	
					Local	\$0	\$0	\$0	\$0	\$0	
						Total	\$0	\$0	\$0	\$0	
6	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339)	Provide funding to replace, rehabilitate and purchase busses and related equipment, including shop equipment, and construct bus related facilities	Fed State	\$65,845	\$300,000	\$580,000	\$306,400	\$1,252,245	
					Local	\$16,461	\$75,000	\$145,000	\$76,600	\$313,061	
						Total	\$82,306	\$375,000	\$725,000	\$383,000	\$1,565,306
7	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310)	Capital projects including vehicle purchases for elderly and disabled	Fed State	\$82,368	\$124,800	\$124,800	\$124,800	\$456,768	
					Local	\$0	\$0	\$0	\$0	\$0	
						\$20,592	\$32,200	\$31,200	\$31,200	\$114,192	
						Total	\$102,960	\$156,000	\$156,000	\$156,000	\$570,960
8	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Operating assistance to serve the elderly and disabled	Fed State	\$63,700	\$13,125	\$13,781	\$14,470	\$105,076	
					Local	\$0	\$0	\$0	\$0	\$0	
						\$63,700	\$13,125	\$13,781	\$14,470	\$105,076	
						Total	\$127,400	\$26,250	\$27,562	\$28,940	\$210,152

Based on the existing condition of the Bis-Man Transit fleet and facilities, and the programmed activities outlined in the 2020-2023 TIP, the Bis-Man MPO believes the investments fall within category A. of the three federally defined maintenance options:

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

**Overview:**

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

## **PROOF OF PUBLIC INVOLVEMENT**

## Public Meeting Notice

### Public Involvement in the Preparation of Draft 2020-2023 Bismarck-Mandan Metropolitan Transportation Improvement Program (TIP)

Notice is hereby given that the Bismarck-Mandan Metropolitan Planning Organization (MPO) will hold a public hearing on **Monday, August 19, 2019 at 10:00 a.m.** (in conjunction with the MPO Technical Advisory Committee meeting). The meeting will be held in the Training Room of the Bis-Man Transit Building at 3750 E. Rosser Avenue, Bismarck, North Dakota.

The purpose of this meeting is to provide an opportunity for public involvement in the review and development of the draft 2020-2023 TIP. The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements and other transportation related improvements) in the metropolitan area over the next four years, thereby making these projects eligible for federal assistance. The TIP includes metropolitan area transportation projects proposed by the following jurisdictions: Bismarck, Mandan, Lincoln, Morton County, Burleigh County, and NDDOT.

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

Furthermore, the public is notified that a Draft TIP will be available for citizens to review at the Bismarck Community Development Office, 221 North 5<sup>th</sup> Street, Bismarck, North Dakota, beginning August 2, 2019. The Draft TIP will also be available on the MPO web page at [www.bismarcknd.gov/MPO](http://www.bismarcknd.gov/MPO). Following the consideration of citizen's comments, the Draft TIP will be presented to the Metropolitan Planning Organization Policy Board.

The public is invited to attend the public meeting; or submit written comments to the Bismarck-Mandan Metropolitan Planning Organization no later than 9:00 a.m., August 19, 2019, to PO Box 5503, Bismarck, North Dakota, 58506. Written comments should be directed to Rachel Drewlow and faxed (701) 222-6450 or sent to the above address. Written comments may also be sent via e-mail at [rdrewlow@bismarcknd.gov](mailto:rdrewlow@bismarcknd.gov). E-mail comments should be specifically identified as public input on the Draft TIP. Contact Rachel Drewlow, MPO Transportation Planner at (701) 355-1852 for additional information.

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

Published in the Bismarck Tribune and the Mandan News on Friday, August 2, 2019.

### Consultation with Transportation and Planning Officials

Letters to local and regional planning officials and stakeholders (including State and local planned growth, economic development, environmental protection, airport operations and freight movement) were mailed in July and August 2019 for the draft TIP with the intention to receive input on proposed TIP projects. In addition, a public meeting was advertised for the Draft TIP consistent with the requirements of the Bismarck-Mandan MPO Public Participation Plan. The Final TIP document considers and includes the responses received from the various agencies and the general public.

**STATUS OF PROJECTS FOR 2018**

Completion Analysis of 2018 Projects Associated with 2017-2020 TIP

In March 2019, the MPO analyzed the status of all projects programmed for completion in 2018.

Total 2018 Projects - 8

Total 2018 projects completed – 3

Total 2018 projects that were started but not completed – 4

*\*This category includes projects bid or designed in 2018 but not constructed*

Total 2018 projects that were postponed to a later date – 1

Total 2018 projects that were cancelled – 0

**REVISED**

March 22, 2019

Michael Johnson  
Local Government Division  
NDDOT  
608 E Boulevard Ave  
Bismarck, ND 58505-0700

Dear Mr. Johnson:

Following is the 2018 Status Report of projects contained within the Bismarck-Mandan MPO 2017-2020 Transportation Improvement Program (TIP), as of the end of the 2018 Calendar year. As you might remember, the MPO did not submit a 2018-2022 TIP in 2017 so the most applicable 2018 TIP information was from the 2017-2020 TIP.

**Burleigh County MPO Area**

County Program

1. 66<sup>th</sup> St and Highway 10 intersection – Intersection Improvement Repayment
  - a. Repayment to Burleigh County and construction complete
2. N. Washington Street and ND Highway 1804 intersection – Intersection Improvement
  - a. Roundabout to be constructed in 2019

**Mandan**

Regional Project

1. Main Street - Traffic Signals Upgrades –
  - a. Project delayed so it could be combined with other awarded Main Street projects (Urban Grant street and pedestrian improvements and Urban Regional CPR)
  - b. Project currently in design
  - c. Scheduled to be bid late 2019
  - d. Scheduled for 2020 construction

NDDOT

Rural

1. I-94 East Bound Lane – Grant Marsh Bridge to 161 Interchange, microsurfacing
  - a. Completed summer of 2018
2. I-94 West Bound Lane – Grant Marsh Bridge to 161 Interchange, microsurfacing
  - a. Completed summer of 2018
3. I-94 East Bound lane – E ND 25 to Grant Marsh Bridge, CRP and mill & overlay
  - a. Under contract to be completed summer of 2019 due to lack of funding availability in 2018
4. I-94 West Bound lane – E ND 25 to Grant Marsh Bridge, CRP and mill & overlay
  - a. Under contract to be completed summer of 2019 due to lack of funding availability in 2018

Safety

1. Bismarck wide - Traffic signal revisions
  - a. In Progress, contract is 95% complete
    1. All law enforcement confirmation lights have been installed
    2. All pedestrian countdown signal heads have been installed
    3. Project not completed due to operational issues of blue LED law enforcement confirmation lights
2. Exit 161 – I-94/Centennial Road - Widen road to add turn lane, southbound to eastbound
  - a. Completed summer of 2018

Sincerely,



Steve Saunders

Bismarck – Mandan MPO Director

Attch: 2018 Project List from the Bismarck-Mandan MPO 2017-2020 TIP and applicable Amendments.

**PUBLIC COMMENTS ON 2020-2023 TIP**

The Draft 2020-2023 TIP was released for public comment beginning August 2, 2019. Public comments regarding the Draft 2020-2023 TIP were received until 9 am on August 19, 2019. All stakeholder comments related to the Draft TIP will be considered for incorporation into the Final 2020-2023 TIP.



August 5, 2019

Ms. Rachel Drewlow  
Bismarck-Mandan MPO  
221 North 5<sup>th</sup> Street  
PO Box 5503  
Bismarck, ND 58506-5503

**ND SHPO Ref: NDDOT Bismarck Mandan Metropolitan Planning Organization Transportation Improvement Program TIP 2020-2023**

Dear Ms. Drewlow,

We reviewed the preliminary list of proposed projects from the Bismarck Mandan Metropolitan Planning Organization Transportation Improvement Program TIP 2020-2023. We have no comments currently.

Thank you for the opportunity to review this project. Please include the ND SHPO reference number listed above in any further correspondence for this specific project. If you have any questions, please contact Susan Quinnell at (701) 328-3576 or [squinnell@nd.gov](mailto:squinnell@nd.gov).

Sincerely,

Claudia J. Berg  
Director, State Historical Society of North Dakota

**From:** [Wendy Berg](#)  
**To:** [Rachel A. Drewlow](#)  
**Cc:** [rbina@bisparks.org](mailto:rbina@bisparks.org); [Dave Mayer](#)  
**Subject:** FW: DRAFT MPO TIP Review & Comments  
**Date:** Wednesday, August 7, 2019 2:57:47 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Hello Rachel – Please see below for BPRD comments on the proposed TIP projects by year.

2020

- No comments

2021

- 21.2.01 Reconstruction of 43<sup>rd</sup> Avenue from 26<sup>th</sup> St. to Roosevelt. BPRD fully supports the construction of a shared-use trail as part of the reconstruction of the roadway.
- 21.1.04 Pedestrian improvements 4<sup>th</sup>, 5<sup>th</sup> and Broadway 4<sup>th</sup> to 6<sup>th</sup>. BPRD would like to be notified of the proposed scheduling of this project as it may affect access to and circulation around World War Memorial Building.

2022

- 22.1.01 Reconstruction of 43<sup>rd</sup> Avenue from Montreal to State Street. BPRD fully supports the construction of a shared-use trail as part of the reconstruction of the roadway.

2023

- 23.6.02-03 Painting of the I-94 bridge over Hay Creek. BPRD would like to be notified of the proposed scheduling of the project if the Hay Creek Trail needs to be closed or will otherwise be affected.

Thanks for the opportunity to review and comment. Please let us know if you have any questions.

Wendy



**Wendy Anderson-Berg**  
Park Planner

Bismarck Parks and Recreation District  
400 East Front Ave, Bismarck, ND 58504  
[701-222-7549](tel:701-222-7549)  
[www.bisparks.org](http://www.bisparks.org)



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**From:** [Zimmer, Sandy \(FHWA\)](#)  
**To:** [Rachel A. Drewlow](#)  
**Subject:** RE: BMMPO Draft 2020-2023 TIP  
**Date:** Thursday, August 15, 2019 7:48:28 AM

---

Rachel,

Thanks for the response.

*Sandy*

701-221-9469

---

**From:** Rachel A. Drewlow <rdrewlow@bismarcknd.gov>  
**Sent:** Wednesday, August 14, 2019 12:59 PM  
**To:** Zimmer, Sandy (FHWA) <Sandy.Zimmer@dot.gov>  
**Cc:** Michael Johnson <mijohnson@nd.gov>; Kimberly Riepl <kriepl@bismarcknd.gov>; Steve Saunders <ssaunders@bismarcknd.gov>  
**Subject:** RE: BMMPO Draft 2020-2023 TIP

Hi Sandy,

Thank you for your review and comments! I hope the following provides clarity for your questions.

The City of Bismarck has not established a timeline to complete their 'sales tax eligible' projects. None of the project have been approved for funding, nor do they have a planned year of construction. One exception is the 43<sup>rd</sup> Reconstruction, programmed in 2022. The Commission is considering using sales tax for the local portion of this project. Alternatively, they may advance construct using sales tax, and be reimbursed in 2022. In that case we would amend the TIP, but the project would still be classified under the Urban Roads Program.

The sales tax projects—if they do not received Urban Roads Funds—would qualify as a regionally significant project (RSP). The MPO solicits the jurisdictions for RSP each spring and includes these submission(s) in the TIP. Since there are no established plans to construct the sales tax projects, we believe it is premature to included them in the TIP at this time.

Let us know if you have further questions.

Rachel

**Rachel Drewlow**

Transportation Planner

Bismarck-Mandan Metropolitan Planning Organization

221 North 5<sup>th</sup> Street

PO Box 5503  
Bismarck ND 58506-5503  
Office: 701-355-1852  
Fax: 701-222-6450  
Website: [www.bismarcknd.gov](http://www.bismarcknd.gov)  
MPO Facebook: <https://www.facebook.com/BismarckMandanMPO>  
Facebook: [www.facebook.com/bismarcknd.gov](http://www.facebook.com/bismarcknd.gov) | Twitter: [www.twitter.com/BismarckNDGov](http://www.twitter.com/BismarckNDGov)

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**From:** Kimberly Riepl <[kriepl@bismarcknd.gov](mailto:kriepl@bismarcknd.gov)>  
**Sent:** Wednesday, August 14, 2019 10:34 AM  
**To:** Rachel A. Drewlow <[rdrewlow@bismarcknd.gov](mailto:rdrewlow@bismarcknd.gov)>  
**Cc:** Zimmer, Sandy (FHWA) <[sandy.zimmer@dot.gov](mailto:sandy.zimmer@dot.gov)>; Michael Johnson <[mijohnson@nd.gov](mailto:mijohnson@nd.gov)>  
**Subject:** FW: BMMPO Draft 2020-2023 TIP

Good morning Rachel,

Sandy Zimmer from FWHA submitted the following two comments for our Draft 2020-2023 TIP.  
Please see below.

Thank you!

Kim

---

**From:** Zimmer, Sandy (FHWA) <[Sandy.Zimmer@dot.gov](mailto:Sandy.Zimmer@dot.gov)>  
**Sent:** Thursday, August 8, 2019 12:17 PM  
**To:** Kimberly Riepl <[kriepl@bismarcknd.gov](mailto:kriepl@bismarcknd.gov)>; Johnson, Michael E. <[mijohnson@nd.gov](mailto:mijohnson@nd.gov)>  
**Subject:** FW: BMMPO Draft 2020-2023 TIP

Kim/Michael,

I've looked through the draft TIP. I do have a couple questions.

Regarding the city sales tax increase for projects in the Bismarck area and what is identified in the TIP:

1. I thought that one of the projects on the sales tax list was widening 83 from Calgary to 71<sup>st</sup>. There is a project identified in 2020 to mill and overlay 83 from 57<sup>th</sup> to Wilton. That would overlap the widening project. Does anyone know when the widening

project is planned? Does it make sense to mil and overlay when a project will be coming along right behind to widen? Or am I missing something?

2. Was there any thought to identifying in the TIP those projects that will be done with the sales tax increase for public awareness? I noticed that you have identified other projects that are only being funded with local funds.

Thanks for the chance to review and comment.

*Sandy*

701-221-9469

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**From:** FHWA, NorthDakota (FHWA) <[hdand@dot.gov](mailto:hdand@dot.gov)>  
**Sent:** Thursday, August 1, 2019 1:39 PM  
**To:** Zimmer, Sandy (FHWA) <[Sandy.Zimmer@dot.gov](mailto:Sandy.Zimmer@dot.gov)>  
**Cc:** Potter, Lee (FHWA) <[Lee.Potter@dot.gov](mailto:Lee.Potter@dot.gov)>  
**Subject:** FW: BMMPO Draft 2020-2023 TIP

Task assigned to Zimmer.

File location: [G:\PROGRAMS\Planning\MPO\Bismarck-Mandan\TIP\2019-08-01\\_BMMPO Draft 2020-2023 TIP.pdf](G:\PROGRAMS\Planning\MPO\Bismarck-Mandan\TIP\2019-08-01_BMMPO_Draft_2020-2023_TIP.pdf)

**Federal Highway Administration**

**North Dakota Division Office**

4503 Coleman Street, Suite 205

Bismarck, ND 58503

701-250-4204

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**From:** Kimberly Riepl <[kriepl@bismarcknd.gov](mailto:kriepl@bismarcknd.gov)>  
**Sent:** Thursday, August 1, 2019 1:04 PM  
**To:** Kimberly Riepl <[kriepl@bismarcknd.gov](mailto:kriepl@bismarcknd.gov)>  
**Subject:** BMMPO Draft 2020-2023 TIP

Greetings,

The Bismarck-Mandan MPO has released its draft 2020-2023 draft TIP for public comment. The comment period will run through 9:00 am on Monday, August 19, 2019, as indicated on the attached letter. Please provide your comments directly to Rachel Drewlow, whose contact information is also on the attached stakeholder letter.

Please let me know immediately if you have trouble viewing either of the two attachments.

Thank you,

*Kim Riepl*

Transportation Specialist

Bismarck-Mandan Metropolitan Planning Organization

221 N. 5<sup>th</sup> Street

PO Box 5503

Bismarck, ND 58506-5503

Office: 701-355-1844

Fax: 701-222-6450

Website: [www.bismarcknd.gov](http://www.bismarcknd.gov)

Facebook: <https://www.facebook.com/BismarckMandanMPO> | Twitter: [www.twitter.com/BismarckNDGov](http://www.twitter.com/BismarckNDGov)

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**From:** [Huibregtse, Jared J.](#)  
**To:** [Rachel A. Drewlow](#)  
**Subject:** Re: MPO 2020-2023  
**Date:** Tuesday, August 6, 2019 9:25:45 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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Thanks Rachel. No comments on the TIP at this time. We'll wait for the lead agencies' specific projects.

-Jared

**Jared Huibregtse**

*Water Resource Planner IV*

701.328.4967 • 701.328.3696 (fax) • [jjhuibregtse@nd.gov](mailto:jjhuibregtse@nd.gov) • [www.swc.nd.gov](http://www.swc.nd.gov)

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**From:** "Rachel A. Drewlow" <rdrewlow@bismarcknd.gov>  
**Date:** Monday, August 5, 2019 at 3:17 PM  
**To:** "Huibregtse, Jared J." <jjhuibregtse@nd.gov>  
**Subject:** RE: MPO 2020-2023

**CAUTION:** This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Hello Jared,

I checked with the city engineers to better understand their processes. In short, yes, additional information will be sent by lead agencies. For the State Water Commission, Garland Eberle will receive a letter on the master solicitation of views spreadsheet. Additionally you should receive a letter for programmatic categorical exclusion projects.

The reviews requested by lead agencies are a separate activity from any TIP process, and are not conducted by the MPO. So, I am glad to accept comments on the TIP if you have any at this time. If not, the lead agencies will follow up according to their timelines.

Thank you,

**Rachel Drewlow**

Transportation Planner

Bismarck-Mandan Metropolitan Planning Organization

221 North 5<sup>th</sup> Street

PO Box 5503

Bismarck ND 58506-5503

Office: 701-355-1852

Fax: 701-222-6450

Website: [www.bismarcknd.gov](http://www.bismarcknd.gov)

MPO Facebook: <https://www.facebook.com/BismarckMandanMPO>

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**From:** Huibregtse, Jared J. <jjhuibregtse@nd.gov>

**Sent:** Thursday, August 1, 2019 11:14 AM

**To:** Rachel A. Drewlow <rdrewlow@bismarcknd.gov>

**Subject:** MPO 2020-2023

Good Morning Rachel,

I am reviewing the Bis-Man MPO's 2020-2023 TIP. As the project happen, will the lead agency send out a more detailed request for comments (including plans, aerial images, project summaries)? These are the types of information our engineers typically need to review individual projects.

Thank you,

**Jared Huibregtse**

*Water Resource Planner IV*

701.328.4967 • 701.328.3696 (fax) • [jjhuibregtse@nd.gov](mailto:jjhuibregtse@nd.gov) • [www.swc.nd.gov](http://www.swc.nd.gov)

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DEPARTMENT OF THE ARMY  
CORPS OF ENGINEERS, OMAHA DISTRICT  
NORTH DAKOTA REGULATORY OFFICE  
3319 UNIVERSITY DRIVE  
BISMARCK, NORTH DAKOTA 58504-7565

August 19, 2019

NWO-2009-01003-BIS

Bismarck-Mandan Metropolitan Planning Organization  
Attn: Ms. Rachel Drewlow  
PO Box 5503, 221 N 5th Street  
Bismarck, ND 58506-5503

AUG 21 2019

Dear Ms. Drewlow:

This is in response to your letter dated August 2, 2019, requesting comments on the proposed 2020-2023 Transportation Improvement Program located throughout the Bismarck-Mandan area, Morton and Burleigh Counties, North Dakota.

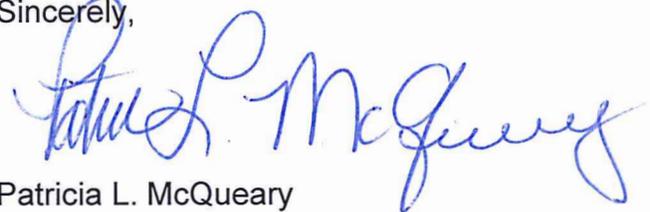
U. S. Army Corps of Engineers Regulatory Offices administer Section 10 of the Rivers and Harbors Act (Section 10) and Section 404 of the Clean Water Act (Section 404). A Section 10 permit would be required for work impacting navigable waters, this includes work over, through, or under Section 10 waters. Section 10 waters in North Dakota are the Missouri River (including Lake Sakakawea and Lake Oahe), Yellowstone River, James River (south of the railroad tracks in Jamestown, North Dakota), Bois de Sioux River, Red River of the North, and Upper Des Lacs Lake. A Section 404 permit would be required for the discharge of dredge or fill material (temporarily or permanently) in waters of the United States. Waters of the United States may include, but are not limited to, rivers, streams, ditches, coulees, lakes, ponds, and their adjacent wetlands. Fill material includes, but is not limited to, rock, sand, soil, clay, plastics, construction debris, wood chips, overburden from mines or other excavation activities and materials used to create any structure or infrastructure in waters of the United States.

Based on the information contained in your letter, the Corps has determined that your proposed project may need a Clean Water Act Section 404 permit. The permit application and instructions for completing the application may be found at: <http://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit>. Be sure to accurately describe all proposed work and construction methodology. Once the application is complete, mail it to the letterhead address or to the email address below.

The North Dakota Regulatory office can accept (and prefers) electronic submissions to the following email: [CENWO-OD-RND@usace.army.mil](mailto:CENWO-OD-RND@usace.army.mil).

Please refer to identification number NWO-2009-01003-BIS in any correspondence concerning this project. If you have any questions, please contact Jeremy Nygard at U.S. Army Corps of Engineers, North Dakota Regulatory Office, 3319 University Drive, Bismarck, North Dakota 58504-7565, by email at [Jeremy.S.Nygaard@usace.army.mil](mailto:Jeremy.S.Nygaard@usace.army.mil), or telephone at (701) 255-0015 X 2006. For more information regarding our program, please visit our website at <http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/NorthDakota.aspx>.

Sincerely,



Patricia L. McQueary  
State Program Manager  
North Dakota

August 20, 2019

AUG 30 2019

Rachel Drewlow  
Bismarck-Mandan MPO  
PO Box 5503  
Bismarck, ND 58506-5503

Re: Bismarck Mandan MPO 2020-2023 Transportation Improvement Plan in Burleigh County

Dear Ms. Drewlow:

The North Dakota Department of Environmental Quality has reviewed the information concerning the above-referenced project received at the department on August 01, 2019, with respect to possible environmental impacts.

This department believes that environmental impacts from the proposed construction will be minor and can be controlled by proper construction methods. With respect to construction, we have the following comments:

1. All necessary measures must be taken to minimize fugitive dust emissions created during construction activities. Any complaints that may arise are to be dealt with in an efficient and effective manner.
2. Projects disturbing one or more acres are required to have a permit to discharge storm water runoff until the site is stabilized by the reestablishment of vegetation or other permanent cover. Further information on the storm water permit may be obtained from the department's website or by calling the Division of Water Quality (701-328-5210). Projects disturbing less than one acre are also required to have a permit to discharge storm water runoff if they are part of a larger common plan of development or sale that disturbs one or more acres. A permit is not required for routine maintenance activities performed to maintain the original line and grade, hydraulic capacity, or original purpose of the facility.

The cities of Bismarck, Lincoln, and Mandan, Burleigh County, Morton County, Bismarck State College, and the North Dakota Department of Transportation are required to address post-construction storm water quality as part of the North Dakota Pollutant Discharge Elimination System (NDPDES) Small Municipal Separate Storm Sewer System (MS4) General Permit requirements. Check with local officials to be sure local storm water management considerations are addressed.

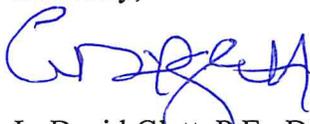
Slurry, residue and concrete wash water resulting from concrete paving or repair activities must be managed or treated to prevent the material from adversely affecting waters of the state.

3. The proposed construction project includes many individual projects located within Burleigh and Morton Counties. It is possible that some projects may be located over several defined aquifers, defined sensitive glacial drift aquifers, or within wellhead or source water protection areas. Care should be taken to avoid spills of any materials that may have an adverse effect on groundwater quality. All spills must be immediately reported to this Department and appropriate remedial actions performed.
4. All necessary measures must be taken to minimize the disturbance of any asbestos-containing material and to prevent any asbestos fiber release episodes. Any facility that is to be renovated or demolished must be inspected for asbestos. Notification of the department's Division of Air Quality (701-328-5188) is required before any demolition. Removal of any friable asbestos-containing material must be accomplished in accordance with section 33-15-13-02 of the North Dakota air pollution control rules.
5. Noise from construction activities may have adverse effects on persons who live near the construction area. Noise levels can be minimized by ensuring that construction equipment is equipped with a recommended muffler in good working order. Noise effects can also be minimized by ensuring that construction activities are not conducted during early morning or late evening hours.
6. All solid waste materials must be managed and transported in accordance with the state's solid and hazardous waste rules. Appropriate efforts to reduce, reuse and/or recycle waste materials are strongly encouraged. As appropriate, segregation of inert waste from non-inert waste can generally reduce the cost of waste management. Further information on waste management and recycling is available from the department's Division of Waste Management at (701) 328-5166.

The department owns no land in or adjacent to the proposed improvements, nor does it have any projects scheduled in the area. In addition, we believe the proposed activities are consistent with the State Implementation Plan for the Control of Air Pollution for the State of North Dakota.

If you have any questions regarding our comments, please feel free to contact this office.

Sincerely,



L. David Glatt, P.E., Director  
North Dakota Department of Environmental Quality

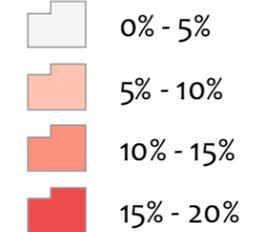
LDG:dlp  
Attach.

## **APPENDIX**

## Percent of Households in Poverty in the MPO Area

### Population in Poverty

(Census Tracts)



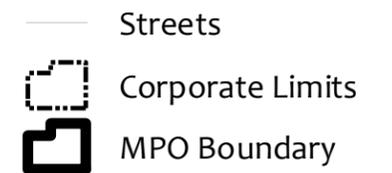
### TIP Points

YEAR

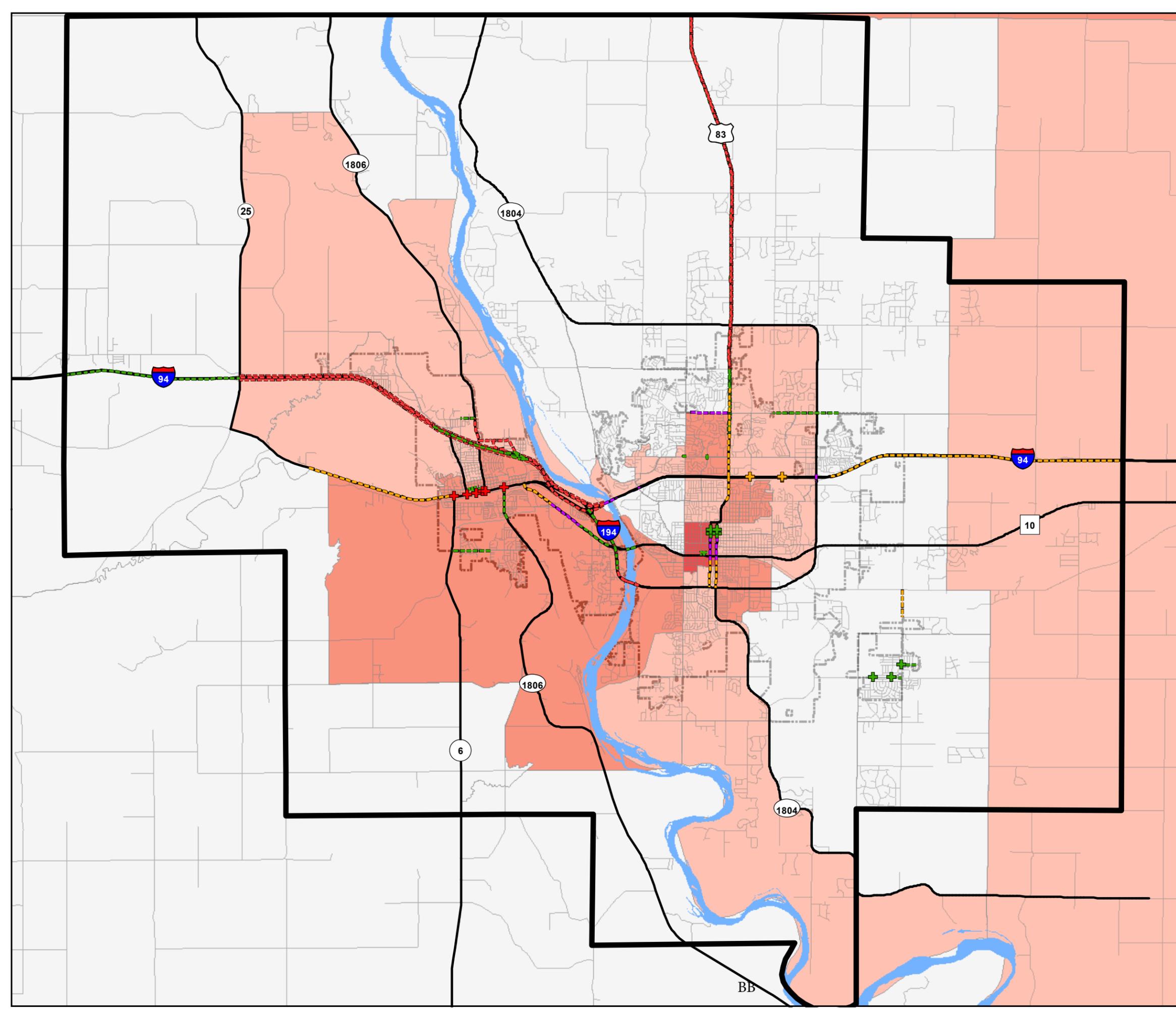


### TIP Lines

2020-2023 TIP Projects

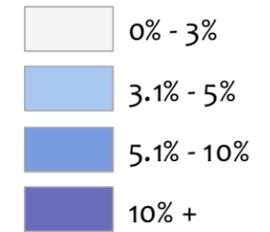


Map created September 2019 by D.A.N. Based on data from the US Census Bureau 2012-2016 American Community Survey Geodatabase format, as well as the City of Bismarck, Morton County, and the MPO. Percent population obtained by considering US Census Bureau Tables B17017e1 and B17017e2.



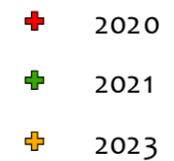
# Percent Minority Population in the MPO Area

## Minority Population (Census Tracts)



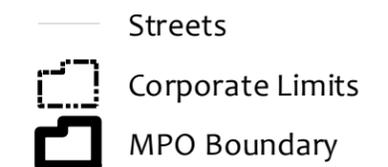
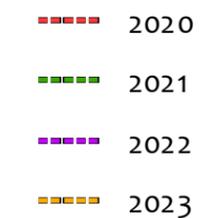
## TIP Points

### YEAR

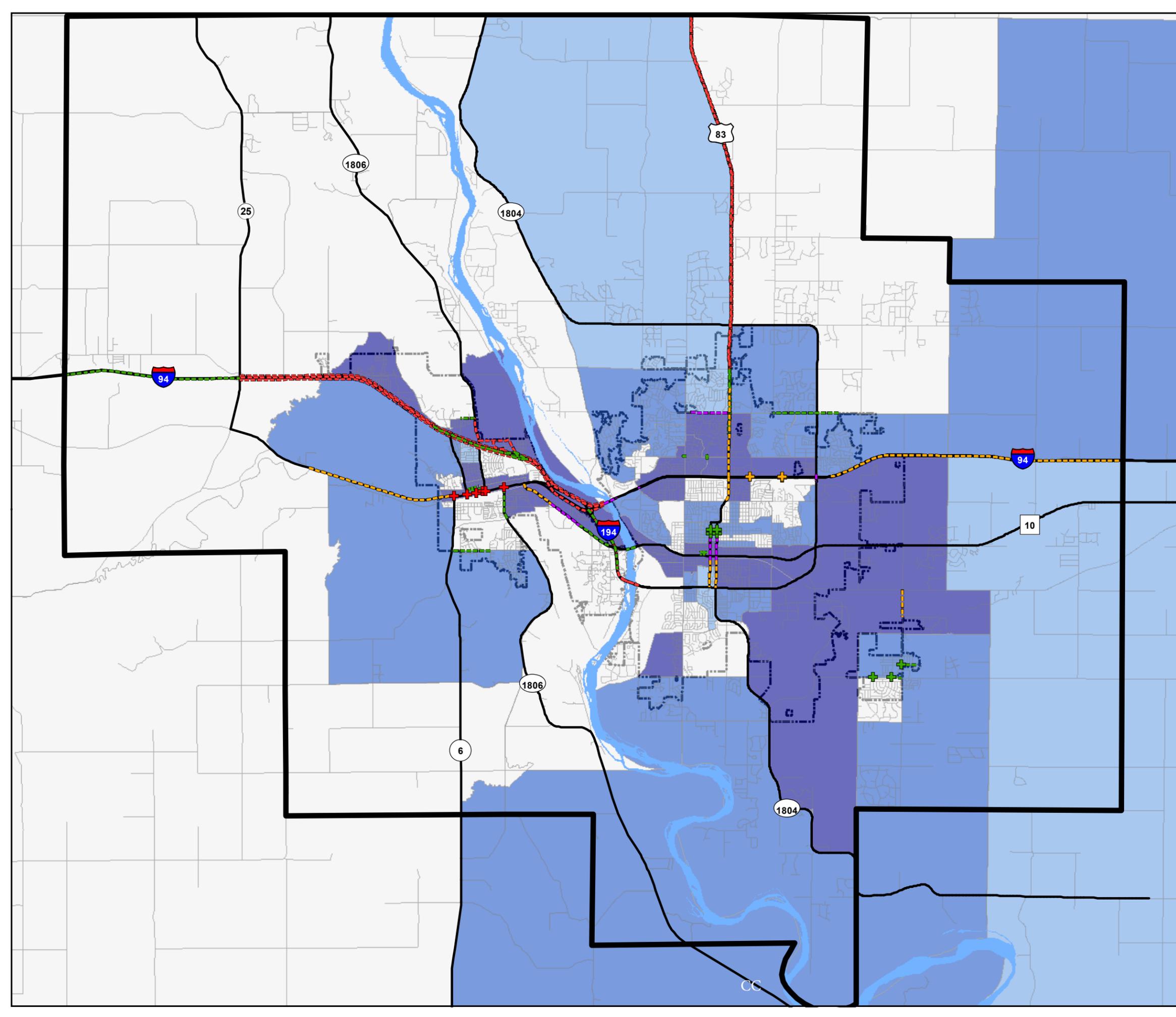


## TIP Lines

### 2020-2023 TIP Projects



Map created September 2019 by D.A.N. Based on data from the US Census Bureau 2012-2016 American Community Survey Geodatabase format, as well as the City of Bismarck, Morton County, and the MPO. Percent population obtained by considering US Census Bureau Tables B17017e1 and B17017e2.



## 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

Title

Date

**North Dakota Department of Transportation**

Signature

Title

Date

## Glossary of Pavement Treatment Types

### **Glossary of Common Flexible and Rigid Pavement Treatments**

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

#### **FLEXIBLE PAVEMENTS**

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

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

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

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

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

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

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

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

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

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

## **RIGID PAVEMENTS**

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

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

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

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

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

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

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

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

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

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

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

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