

TO: Bismarck-Mandan Metropolitan Planning Organization Policy Board

FROM: Rachel Drewlow, MPO Executive Director

DATE: May 9, 2022

RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, May 17, 2022, at 1:30 PM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Office Building at 221 N. 5th Street, Bismarck, ND. The agenda is outlined below.

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

Many of the 5 (five) Policy Board members will attend this meeting remotely. **Policy Board members and those presenting at the meeting will receive ZOOM invites approximately 1 business day prior to the meeting. Individuals wishing to participate via ZOOM should email contact information to mpo@bismarcknd.gov at least 3 days in advance of the meeting to receive a meeting invite tailored uniquely to them.**

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

AGENDA

1. MINUTES
Review and Possible Approval of Minutes from April 19, 2022 Meeting 3
2. 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS
Public Hearing: 2022-2025 TIP Amendments (Exhibit A and B) – Stephen Larson, MPO
Mandan 8th Ave NW and 27th St NW Project, Amendment (Exhibit A) XX
Highway 1804 Overlay Project, Amendment (Exhibit B) XX
Sunset Drive Interchange Project, Amendment (Exhibit C) XX
Grant Marsh Bridge Planning Study, Amendment (Exhibit D) XX
Updated 2022-2025 TIP Program of Projects (Exhibit E) XX
ACTION ITEM: 2022-2025 TIP Amendments
3. SUNSET DRIVE CORRIDOR STUDY – Kim Riepl, MPO
QBS Letter (Exhibit F) XX
ACTION ITEM: Sunset Drive Corridor Study Consultant Approval
4. TRAFFIC DATA ACQUISITION – Rachel Drewlow, MPO
QBS Letter (Exhibit G) XX
ACTION ITEM: Traffic Data Acquisition Consultant Approval

5. 2021-2022 UPWP AMENDMENT – Rachel Drewlow, MPO
UPWP Amendment, ATAC Pilot Project (Exhibit H) XX
ACTION ITEM: 2021-2022 UPWP Amendment
6. ATAC MASTER AGREEMENT UPDATE – Rachel Drewlow, MPO
ATAC Addendum – Signalized Intersections Traffic Data Collection Pilot Project (Exhibit I) . . XX
ACTION ITEM: ATAC Addendum
7. CITY OF LINCOLN RECREATIONAL TRAILS PROGRAM (RTP) APPLICATION – Kim Riepl, MPO
66th Street Trail Extension Project Application (Exhibit J) XX
ACTION ITEM: Lincoln RTP Application
8. MPO STAFF REQUEST TO NEGOTIATE CONTRACT CHANGES– Rachel Drewlow, MPO
MPO Staff Request Memo (Exhibit K) XX
ACTION ITEM: Grant MPO Staff Permission To Negotiate Contract Changes
9. POPULATION BASED COST SHARES FOR MPO JURISDICTIONS– Rachel Drewlow, MPO
Population Based Cost Shares Breakout (Exhibit L) XX
ACTION ITEM: Population Based Cost Shares
10. EAST MAIN AVENUE CORRIDOR STUDY UPDATE – Scott Harmstead, SRF
Progress Report (Exhibit M) XX
11. ORIGIN-DESTINATION DATA ACQUISITION (STREETLIGHT) – Rachel Drewlow, MPO
QBS Letter (Exhibit N) XX
12. BIKE-PED SUBCOMMITTEE UPDATE – Kim Riepl, MPO
13. OTHER BUSINESS
14. ADJOURNMENT

Next scheduled Policy Board meeting is on 06/21/2022. Please call 701-355-1852 with questions. Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at <http://www.bismarcknd.gov/DocumentCenter/View/23201> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
East Main Avenue Corridor Study	12	06/30/2023

Common MPO Acronyms

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

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

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
APRIL 19, 2022**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on April 19, 2022, at 1:30 p.m. in the Tom Baker Meeting Room, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Chairman Gerarld Wise presided.

Members present or participating via Zoom were Gerarld Wise, Steve Bakken, Kathleen Jones, and Tim Helbling. Member absent was Andy Zachmeier.

Others present or attending via Zoom were Rachel Drewlow, Kim Riepl and Stephen Larson of the Bismarck-Mandan MPO; and Deidre Hughes, Bis-Man Transit.

CALL TO ORDER

Chair Wise called the April 19, 2022 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

ADDITIONAL AGENDA ITEM

Chair Wise called for a motion, at the request of MPO staff, to add “QBS Letter” as an informational item to agenda item number 4 for the Sunset Drive Corridor Study. Mr. Bakken made a motion and it was seconded by Ms. Jones. With Tim Helbling, Steve Bakken, Kathleen Jones, and Chair Wise voting in favor, the additional agenda item was approved.

MINUTES

Chair Wise called for a motion to approve the minutes of the March 15, 2022 Regular Meeting of the Policy Board.

MOTION: Ms. Jones made a motion to approve the minutes of the March Regular Meeting. Mr. Bakken seconded the motion and with Tim Helbling, Steve Bakken, Kathleen Jones, and Chair Wise voting in favor, the minutes of the March 15, 2022 Regular Meeting were approved.

**2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENTS**

Mr. Larson explained the MPO advertised six TIP Amendments for the required 15-day comment period, and no public comments were received. A public hearing was also held at TAC yesterday, and no public comments were received. All projects are consistent with the MTP.

Mr. Larson presented a brief overview of the amendments as shown in Exhibits A-F. All six amendments add new projects to the TIP. The first, Exhibit A, was a planning project led by North Dakota Department of Transportation (NDDOT) to assist in creating a Transportation Management Center (TMC), and to develop I-29 into a Safety, Mobility, Automated, Real-time, Traffic Management (SMART) Corridor. Half the project will be funded by a federal Rebuilding American Infrastructure with

Sustainability and Equity (RAISE) grant, and the other half by NDDOT (the total cost of the project includes money for work outside the Bismarck-Mandan MPO area). NDDOT requested the MPO amend the project into the TIP because the TMC may be located in Bismarck.

The second project, Exhibit B, was for a statewide safety project adding signing to roundabouts. The location receiving signs in the MPO area is the ND 1804 and North Washington Street intersection in Bismarck. The third project, Exhibit C, was a statewide project, again with one location in the MPO area. That location is the Apple Creek eastbound Weigh-in-Motion site on I-94 at mile marker 165. The project will recalibrate the electronics in the existing cabinet at the site.

Mr. Larson noted the last three projects, Exhibit D-F, are all NDDOT led urban rail projects. NDDOT requested the MPO amend these projects into the TIP because the recently enacted federal infrastructure funding bill now makes urban rail projects eligible to receive 100% federal funding, as opposed to the usual 90/10 funding split. All three of these rail projects are located in Bismarck and expected to be constructed in 2022. The first will remove an abandoned rail crossing on Main Avenue, the second will install a new rail signal at the Morrison Avenue rail crossing, and the third project will upgrade the rail crossing on 43rd Avenue Northeast.

MOTION: Ms. Jones made a motion to approve the 2022-2025 TIP Amendments as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones, and Chair Wise voting in favor, the motion was approved.

TRAFFIC DATA ACQUISITION

Ms. Drewlow said the MPO planned to interview the potential consultants for its Traffic Data Acquisition last Thursday, but due to inclement weather, the interview has been postponed until this upcoming Thursday. TAC therefore recommended this item be tabled until the May meetings.

MOTION: Ms. Jones made a motion to approve tabling approval of the Traffic Data Acquisition consultant until May, per TAC's recommendation. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

SUNSET DRIVE CORRIDOR STUDY

Ms. Riepl reminded the board the Sunset Drive Corridor Study will conduct a transportation analysis of the Sunset Drive Corridor in Mandan from Division Street to 38th Street NW. The not to exceed budget for the study is \$180,000. The Request for Proposals (RFP) was released in February, and consultants had until March 11 to submit proposals. Two proposals were submitted, and the MPO received NDDOT's approval to proceed with the selection process, since three proposals is the recommended minimum. KLJ and SRF were the two consulting firms to propose, and the selection committee interviewed them March 31. The committee was composed of representatives of Bis-Man Transit, City of Mandan Planning and Engineering, and the MPO. The final ranking promoted KLJ as the top-ranked consultant to perform the study, and so the MPO is

seeking approval of this from Policy Board. The contract between the MPO and KLJ would be executed after this approval and approval from NDDOT. The MPO is hoping to expedite this process so needed traffic data can be collected before the end of the school year.

Mr. Helbling said he cannot support selecting KLJ. He said KLJ was recently awarded a project in Mandan in conjunction with NDDOT for 6th Avenue SE, to turn the road from four lanes to three lanes. The City of Mandan voted against this lane conversion twice, and Mr. Helbling does not believe KLJ listened or considered Mandan's recommendations for the project, putting Mandan in a difficult position. His understanding is the selection process for this study was close and both companies were well qualified. He reiterated he cannot support KLJ getting another large project in Mandan, since he believes they were not willing to compromise on the 6th Avenue project, and he does not want something like this to happen again.

Mr. Bakken asked if Mr. Helbling believes the City of Mandan and the potential consultant could meet and discuss possible issues. Mr. Helbling mentioned the City of Mandan and KLJ met several times on their last project about possible compromises, and he believes Mandan was essentially forced to do what KLJ recommended. After all the bids were received for the project, NDDOT did say Mandan could reject the bids and start again, but Mr. Helbling said in this environment taking that step would drive the price of the bids up and increase the cost burden on citizens.

Chair Wise asked how tight the scoring was between the two consultants. Ms. Riepl said it was very close. The scoring is tiered, and so the final ranking was 7 to 5. This essentially means one vote, and the weighted scores were also very close. She said she is not sure MPO staff has the authority to select the alternate candidate based on reluctance to approve the selected candidate. She would need to contact NDDOT for guidance on this.

Ms. Jones suggested giving Ms. Riepl the opportunity to contact NDDOT about this situation, and bring this issue back at the May meetings for further discussion.

MOTION: Ms. Jones made a motion to table approval of the Sunset Drive Corridor Study consultant until May. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

REVISION TO MPO CONTRACT TEMPLATE

Ms. Riepl referred to Exhibit H. She reminded the board the MPO now works under a template contract for all data acquisitions and planning studies. With the adoption of new billing procedures at last month's TAC and Policy Board meetings, the MPO is now able to guarantee payment of consultant invoices within 30 days. Previously, the MPO would pay their 80% federal share of the consultant invoices, and then the jurisdictions would pay their portions of the local share directly to the consultant. The MPO was therefore unable to guarantee complete invoice payment within 30 days. Now the MPO, through the City of Bismarck Finance Department, is providing the local share to the consultant up front (with jurisdictional reimbursements coming back to the City). The contract template, in section N, is still operating under the old payment system, and the MPO would like to update the language to reflect the new procedures.

MOTION: Mr. Bakken made a motion to approve the revised MPO Contract Template as presented. Ms. Jones seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

ATAC MASTER AGREEMENT UPDATE

Ms. Riepl explained the first part of this agenda item (Exhibit I) is an addendum to the Master Agreement between the MPO, NDDOT, and ATAC (Advanced Traffic Analysis Center). ATAC is responsible for performing travel demand modeling for the MPO. This addendum is for the Sunset Drive Corridor Study, and secures ATAC's services to perform modeling needed on the corridor. ATAC's work on this will take place between April 2022 and April 2023. The modeling will look at growth and development along Sunset Drive and nearby roadways, and ATAC's scope of work will include items such as 2030 and 2045 model year runs and the outcome of alternative network and growth scenarios. The total cost of the addendum is \$5,327, with the MPO paying 80% and the City of Mandan paying 20%. To accommodate Mandan's budget some of this payment will be moved into 2023.

MOTION: Mr. Helbling made a motion to approve the Sunset Drive ATAC Addendum as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

Ms. Drewlow presented on the second part of this agenda item, Exhibit J. She explained this is an ATAC addendum for the TDMSE/MTP update. The addendum focuses on the update to the Travel Demand Model (TDM), and has a standard scope of work that will be completed between May 2022 and April 2023. The 20% local share for this addendum will be divided amongst the five MPO jurisdictions by population. The overall cost of the addendum is \$46,228, to be paid to ATAC over the course of 2022 and 2023.

MOTION: Ms. Jones made a motion to approve the TDMSE/MTP ATAC Addendum as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

BIS-MAN TRANSIT FY2022 5339 GRANT APPLICATION

Ms. Hughes said Bis-Man Transit is seeking approval to apply for a Federal Fiscal Year 2022 5339 Grant. The purpose of the application is to replace Transit's fixed route farebox system, as well as a bus hoist. The bus hoist was purchased in 2004 and has exceeded its useful life. The farebox system is using technology from 2004 and needs an upgrade. The Bismarck City Commission approved Transit's application for these items on April 12. The total cost of these items is \$195,000, and if funding was awarded, the federal share would be \$156,000. Transit would provide the remaining local share.

MOTION: Ms. Jones made a motion to approve Transit's FY2022 5339 Grant Application as presented. Mr. Helbling seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

ORIGIN DESTINATION DATA PURCHASE

Ms. Drewlow explained on March 18 she solicited for quotes to collect Origin-Destination data. This data is used in the update to the TDM. The TDM imagines what existing traffic is like based on data entered into it, and it also projects what traffic may look like in the future. The Origin Destination data acts as a check on the accuracy of the TDM, making sure existing traffic is accurately reflected.

The MPO originally planned to secure the data for under \$10,000. This is below the federal micro-purchase threshold and is an easier way to procure data. However, this budget was not sufficient to get the needed data. The City of Bismarck had additional local share available to roll into 2022, and this allowed the MPO to increase the budget for the Origin Destination data to \$35,555. Since the amount is still less than \$50,000, the MPO did not have to do an RFP, but was required to seek at least three quotes. Ms. Drewlow said she reached out to four companies for quotes for this data purchase. Two were not responsive, one responded and did not provide a quote, and the fourth, Streetlight, responded with a successful quote. The Streetlight quote provides all the necessary data and is within budget at \$35,500.

Ms. Drewlow said she worked with NDDOT and the City of Bismarck Finance Department to make sure the MPO followed the procurement process correctly, and based on their feedback, she believes the MPO followed the guidelines. The MPO is now requesting Policy Board approve Streetlight's quote and allow the MPO to negotiate a contract with them for this data purchase.

MOTION: Ms. Jones made a motion to approve the Origin Destination Data Purchase as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

BURLEIGH COUNTY REQUEST FOR SUPPORT TO PURSUE RURAL GRANT FUNDS FOR 66TH STREET INTERCHANGE PROJECT

Ms. Drewlow referred to Exhibit M for a draft letter of support for Burleigh County's pursuit of Rural Grant funds. Burleigh County is planning to request funding to construct an interchange at 66th Street that would include ramps onto I-94. Burleigh County requested Ms. Drewlow write a letter of support on behalf of the MPO, but she believes a letter of support would have greater weight if approved by both TAC and Policy Board. Burleigh County will have a few minor changes made to the letter, such as expanding the project scope from one mile to two miles.

Ms. Drewlow explained earlier this year the Infrastructure Investment and Jobs (IIJA) bill passed by Congress provided a large amount of infrastructure dollars to be spread around the nation. The Rural Grant is one available funding source to come out of this legislation. TAC recommended approval of the draft letter of support for Burleigh County to pursue this funding.

Mr. Bakken said he signed a letter of support from the City of Bismarck for this project last week. He believes the project will benefit Bismarck, Lincoln, and Burleigh County, and an interchange is needed at 66th Street to support future development. He asked what the full extent of the project would be. Ms. Drewlow said she was not exactly sure, but believes it would be about one mile north and south of the proposed interchange at 66th Street, to develop the connecting roadways.

Mr. Bakken asked about developing east and west of 66th Street. Ms. Jones said at this time east and west development are on hold while Burleigh County sees what funding they can secure for the project.

Chair Wise said he supports this project and believes it will benefit Lincoln and Bismarck very much, especially given the traffic issues on 66th Street.

Ms. Drewlow noted the Rural Grant funding goes for five years, beginning in 2022, and Burleigh County intends to keep applying should they not be successful the first time.

MOTION: Ms. Jones made a motion to approve the Burleigh County Request for Support as presented. Mr. Bakken seconded the motion, and with Tim Helbling, Steve Bakken, Kathleen Jones and Chair Wise voting in favor, the motion was approved.

EAST MAIN AVENUE CORRIDOR STUDY UPDATE

Ms. Riepl provided a brief study update since Mr. Harmstead was not able to be present. SRF just finished collecting data needed from the City of Bismarck, including GIS information. Traffic data collection has been delayed due to the winter storm last week, but it will hopefully be done next week. The first study review committee will be held this Thursday at SRF's office at 2370 Vermont Avenue in Bismarck. The committee will discuss preliminary goals and needs for the study, and go over the public involvement program and the data collected so far. Also, the new study website is live at www.eastmainstudy.com.

ND MPO DIRECTOR'S MEETING UPDATE

Ms. Drewlow said on March 24 MPO staff met with representatives from FHWA, FTA, and NDDOT, as well as staff from the other MPOs in North Dakota (Fargo and Grand Forks). These meetings occur every three months, and Ms. Drewlow shared several updates from the meeting.

NDDOT is going to update their PM2 and PM3 safety targets (concerning infrastructure condition and congestion reduction) over the coming year. NDDOT will also be working with the MPO this year, possibly this summer, to update the functional class system. With the recent census, the MPO's Urbanized Area Boundary (UZA) will be updated (it will likely expand). This boundary is the result of negotiation between local jurisdictions and the census on where urbanized growth is expected to occur over the next twenty years. With the update to the UZA, the functional class system for the MPO's urban roads can be updated as well. Functionally classified roadways are eligible to receive federal funding for projects. The MPO has submitted some changes to the functional class system for NDDOT review already, and more may be coming. The MPO will work with its local jurisdictions on this.

Mr. Bakken asked if the functional class update also identifies potential projects on functionally classified roadway or potential extensions needed to the roadways. Ms. Drewlow said road extensions within the UZA boundary are always open for discussion. Usually federal funding is much easier to secure for a roadway already functionally classified. There are processes to extend those roadways as well, but they are complicated and not usually pursued.

Ms. Drewlow said the MPO's federal partners presented on a variety of grant opportunities available through the recently enacted IIJA infrastructure bill. These grants are available to both MPOs and local jurisdictions, and Ms. Drewlow hopes to bring more information on these opportunities in May. There are also new requirements of MPOs as a result of the IIJA bill. One of these is the MPO will be required to spend at least 2.5% of its federal funding on complete streets planning efforts. Complete streets planning refers to plans accounting for all users of a roadway and not just automobile traffic. Ms. Drewlow believes the MPO is well positioned to meet this requirement, and it is something the boards will hear more about in future.

MPOs are being specifically encouraged to use social media and online tools. This is something the Bismarck-Mandan MPO has been doing, and Ms. Drewlow said the MPO will continue exploring this. Also, state DOTs are being required to support MPOs in developing Travel Demand Models. The MPO has a close relationship with NDDOT and ATAC in developing the TDM, so this requirement is an encouragement to continue existing partnerships.

Mr. Bakken asked how closely the MPO works with City and County Planning Departments on the UZA boundary process. Ms. Drewlow said very closely, and the MPO would not likely recommend any changes to the boundary unless approved by City and County staff.

TDMSE/MTP AND TDP STUDY UPDATES

Ms. Drewlow said the MPO solicited for the TDSME/MTP study for longer than required, but unfortunately received only one proposal. NDDOT and federal oversight prefer two or more proposals be received for studies, and therefore the MPO re-solicited for an additional three weeks. Today is the closure date for this re-solicitation. Ms. Drewlow said no additional proposals have yet been received, but the MPO will work with NDDOT to make sure correct procedures are followed moving forward. She does believe the proposal that was received was strong, but the MPO cannot yet move forward. She will update Policy Board at their May meeting.

The MPO also solicited for an update to the Transit Development Plan (TDP), and did not receive any proposals back for the project. This was surprising, and as a result Ms. Drewlow sent out a direct email to consultant contacts the MPO keeps to seek feedback on the RFP and why no one proposed on the project. She has heard back from a number of consultants. Some companies were not aware of the RFP, but would like to propose if it were re-released. The MPO intends to email all of these contacts again when the RFP is re-released, and also to add additional solicitation channels. Ms. Drewlow said she did not receive any critical feedback on the RFP itself. Some consultants did not have the staffing for the project, or the timing did not work for them. She also said based on feedback, there may be room to refine the MPO's solicitation process going forward.

BIKE-PED SUBCOMMITTEE UPDATE

Ms. Riepl said the Bike-Ped Subcommittee meeting scheduled last week was postponed due to inclement weather. The meeting will be rescheduled soon, and she hopes to have an update in the near future.

OTHER BUSINESS

Update on Solicitation of new Freight Member for TAC

Ms. Drewlow said the MPO has put an application online for the freight interest TAC member opening. The application has a few simple questions for individuals to fill out who are interested in the opening. Interested applicants can find the application on the City of Bismarck website under Metropolitan Planning Organization, Technical Advisory Committee. The link is <https://www.bismarcknd.gov/136/Technical-Advisory-Committee>. The MPO is receiving applications until May 6, but if none are received, the application will be left open until the position is filled. The MPO is also reaching out to individuals directly about possible interest.

Policy Board thanks snow removal crews

Mr. Bakken thanked all the snow removal crews for doing a great job during the historic snow storm last week. The crews were working through Easter, and doing an amazing job with snow removal and now with the cleanup efforts. He also thanked NDDOT Director Bill Panos for helping keep some of Bismarck's snow emergency routes open, freeing up Bismarck crews to work on other streets. Chair Wise concurred with Mr. Bakken and thanked everyone for their efforts and teamwork.

ADJOURNMENT

There being no further business, Chair Wise declared the meeting adjourned at 2:25 p.m.

The next scheduled meeting will take place May 17, 2022, at 1:30 p.m. in the Tom Baker Meeting Room in City/County Office Building, 221 N 5th Street, Bismarck.

Respectfully submitted,

Stephen Larson
Recording Secretary

APPROVED:

MPO Policy Board Chair

PROJECT FUNDING YEAR 2024

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Various Locations) (Install RRFB at up to 4 locations, recommended by School Safety Crossing Study)	\$126,000	\$0	\$14,000 (Mandan)	\$140,000			NA	
NDDOT	24.6.01	*Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (6 miles, Reconstruction)	\$2,529,062	\$283,438	\$312,500 (Bismarck)	\$3,125,000	NHJ	23201	NA	
NDDOT	24.6.03	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extends TSO) (3.3 miles, Reconstruction, City Utilities)	\$41,330,000 \$16,712,000	\$4,269,800 \$1,873,000	\$4,900,000 \$5,000,000 (Mandan)	\$47,600,000 \$24,090,000	SU-CPU	23278	NA	Amendment Cost Increase, Added PCN (MAR 2022)
NDDOT	24.6.07	*Rural - I-94 (East of 101 Interchange to east of Menoken Interchange) (9.6 miles, Median X-Over, Ramp Connections)	\$1,366,544	\$151,838	\$0 (Burleigh)	\$1,518,382	IM	22639	NA	
NDDOT	24.6.09	*Urban - I-94 (2 miles E of US 83 N, EB, Centennial) (Bismarck Expressway) (Structure/Incidentals, Ramp Revisions)	\$27,000,000	\$3,000,000	\$0 (Bismarck)	\$30,000,000	IM	22648	NA	
NDDOT	24.6.10	Bridge - I-94 (1 mile E of US 83 N) (Structure Paint)	\$223,891	\$24,877	\$0 (Bismarck)	\$248,768	IM	22614	NA	
BISMARCK PARKS & REC DISTRICT	24.7.01	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Bikeway/Walkway)	\$290,000	\$0	\$99,015 (Bis PAR District)	\$389,015	TAU	23236	NA	
NDDOT	24.6.11 25-4-13	Urban Regional - Bismarck 9th St (Front Av to Bismarck Expressway) (4 miles, IIR & Overlay, Curb & Cuts)	\$760,742	\$85,258	\$94,000 (Bismarck)	\$940,000	NHJ	23202	NA	Amendment Moved to 2024 (FEB 2022)
NDDOT	24.6.12 (21-6-20) (21-6-20)	*Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (1.1 miles, Memorial Bridge) (Clean drains & glands, Clean Tube, Pigeon Proof Utility Passages, Add Tub drains if needed & potentially adding steps for access)	\$121,395	\$13,605	\$15,000 (50% Bismarck 50% Mandan)	\$150,000	NHJ	22902	2022	Amendment Moved to 2024 (MAR 2022) (Formerly moved from 2021 in JAN 2022)

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

** Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2025

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	ESTIMATED COST IN DOLLARS				FEDERAL PROGRAM SOURCE	PCH	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
			FEDERAL	STATE	LOCAL	TOTAL				
MANDAN	25.2.01	**Urban Roads - Mandan Old Red Trail (40th Ave NW to Urban Limits) (Reconstruction)	\$4,000,000	\$0	\$1,000,000 (Mandan)	\$5,000,000	SU		NA	
NDDOT	25.6.01	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	\$315,861	\$35,096	\$0 (Bismarck)	\$350,957	IM	22644	NA	
NDDOT	25.6.02	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	\$315,861	\$35,096	\$0 (Bismarck)	\$350,957	IM	22644	NA	
NDDOT	25.6.03	Bridge - I-94 (5 mile east of ND 25, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.04	Bridge - I-94 (5 mile east of ND 25, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.05	Bridge - I-94 (6 mile east of ND 25, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.06	Bridge - I-94 (6 mile east of ND 25, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Mandan)	\$292,465	IM	22644	NA	
NDDOT	25.6.07	Bridge - I-94 (5 mile west of US 83 North, East Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Burleigh)	\$292,465	IM	22644	NA	
NDDOT	25.6.08	Bridge - I-94 (8 mile west of US 83 North, West Bound) (Structure Paint)	\$263,218	\$29,247	\$0 (Burleigh)	\$292,465	IM	22644	NA	
NDDOT	25.6.09	**Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (19.8 mi Fencing, PCC Pav) Safety - Bismarck Expwy	\$23,505,300	\$2,611,700	\$0 (Burleigh)	\$26,117,000	IM	22957	NA	
NDDOT	25.6.10	(Bismarck Expwy Bridge) (1.4 miles Air-king System)	\$1,173,600	\$130,400	\$0 (Bismarck)	\$1,304,000	S+HEU	17110	NA	
NDDOT	25.6.11	*Urban Regional - Bismarck Expwy (Rosser Ave to Miriam Ave) (COP, Grading)	\$1,968,800	\$246,100	\$246,100 (Bismarck)	\$2,461,000	N+U	23346	NA	
NDDOT	25.6.12	Urban Regional - 7th St/ 9th St (Main Ave to Boulevard Ave) (M&E and Overlay, ADA Ramps, Lighting)	\$2,120,000	\$265,000	\$265,000 (Bismarck)	\$2,650,000	N+U	23347	NA	

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

** Pending Availability of Federal Funds.

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