

**TO: Bismarck-Mandan Metropolitan Planning Organization
Policy Board Members**

FROM: Steve Saunders, MPO Transportation Planner

DATE: May 7, 2018

RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, May 15, 2018, at 1:00 PM.** The meeting will be held in the Tom Baker Room of the City/County Office Building at 221 N. 5th Street, Bismarck, ND. The agenda is outlined below.

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13. ADJOURNMENT

Next scheduled Policy Board meeting is on 6/19/2018. Please call 701 355-1848 with questions.

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

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
2014 Fringe Area Road Master Plan	100	9/30/2014
2015-2040 Long Range Transportation Plan	100	3/31/2015
I-94 Study (revised thru amendment)	100	6/30/2015
NE Bismarck Sub-Area Study	100	11/30/2015
Burleigh County Land Use Study	100	5/31/2016
Corridor Improvement Study	100	8/31/2016
2016 Orthophotography & Contours	100	12/31/2016
NE Morton County Future Land Use Plan	100	1/31/2017
Bismarck-Mandan School Safety Crossing Study	100	12/22/2017
Bismarck-Mandan Bike/Ped. Plan	100	11/30/2017
Mandan Downtown Subarea Study	100	3/31/2018
2015 TDM Review & Socio Economic Projections	50	8/31/2018
Highway 83 Alternatives Study	44	12/31/2018
Regional Freight Study 2018	26	12/31/2018

WEBSITES

<u>Project</u>	<u>Website</u>
North Mandan Sub-Area Study	http://www.bismarcknd.gov/DocumentCenter/View/20799
I-94 Study	http://www.bismarcknd.gov/DocumentCenter/View/22877
Downtown Bismarck Sub-Area Study	http://www.bismarcknd.gov/DocumentCenter/View/20796
2015-2040 Long Range Transportation Plan	http://www.bismarcknd.gov/DocumentCenter/View/22760
2014 Fringe Area Road Master Plan	http://www.bismarcknd.gov/DocumentCenter/View/22002
(Burleigh County-Bismarck-Lincoln)	http://www.bismarcknd.gov/DocumentCenter/View/22003
(Morton County-Mandan)	http://www.bismarcknd.gov/DocumentCenter/View/24988
Northeast Bismarck Sub-Area Study	http://www.bismarcknd.gov/DocumentCenter/View/26565
Burleigh County Future Land Use Study	http://www.bismarcknd.gov/DocumentCenter/View/26602
Man.-Bis. Corridor Improvement Study	http://www.bismarcknd.gov/DocumentCenter/View/27326
Morton County Future Land Use Plan	http://www.bis-mansscs.com/
Bis.-Man. School Crossing Safety Study	http://www.downtownmandan.com
Mandan Downtown Subarea Study	http://www.bismarcknd.gov/DocumentCenter/View/30610
Bismarck-Mandan Bike/Ped. Plan	http://www.hwy83altstudy.com
U.S. Highway 83 Alternatives Study	http://www.bismanfreightstudy.com
Regional Freight Study	

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
APRIL 17, 2018**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on April 17, 2018, at 1:00 p.m. in the Tom Baker Meeting Room, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Chairman Doug Schonert presided.

Members present were Gerarld Wise, Tim Helbling, Andy Zachmeier, Jason Tomanek for Mike Seminary, and Doug Schonert.

Member absent was Mike Seminary.

Others present were Steve Saunders, Rachel Drewlow, Joey Roberson-Kitzman, and Kim Riepl, all with the Bismarck-Mandan MPO. Jason Carbee and Keith Bucklew, both of HDR, and Matt Pacyna with SRF participated via telephone.

MINUTES

Chair Schonert called for consideration of the minutes of the March 20, 2018 meeting. A correction was noted to strike Joey Roberson-Kitzman from the portion listing others present at the meeting as he was not in attendance at the March meeting.

MOTION: Mr. Helbling made a motion to approve the March 20, 2018 minutes with the noted correction. Mr. Wise seconded the motion and with Tim Helbling, Gerarld Wise, Jason Tomanek, and Doug Schonert voting in favor of the motion, the minutes of the March 20, 2018 meeting were approved.

Mr. Zachmeier joined the meeting.

TRANSIT GRANT APPLICATIONS

Mr. Saunders stated the Bis-Man Transit Board is requesting approval from the Policy Board for Bis-Man Transit to submit two separate applications to NDDOT (North Dakota Department of Transportation) for fiscal year 2019 grant funding opportunities.

Section 5339

The Section 5339 funding grant is a competitive federal funding grant that is passed through North Dakota DOT. Bis-Man Transit is requesting funds to purchase the following items:

1. Replacement cutaway buses for use in the para-transit service, \$300,000 total requested amount;
2. Replacement hardware for computer-aided dispatching and automated vehicle locating system, total amount is \$21,500;
3. New maintenance service truck, total amount requested \$48,000;
4. Replacement telephone system, \$14,000 total amount;
5. LED lighting in the total amount of \$24,000.

The federal amount of the projects listed is \$326,000, of which the local portion is \$81,500 and will be provided by capital reserves at Bis-Man Transit. The request is scalable, meaning NDDOT can choose to grant funds for all the projects as requested, or any portion thereof. The Bismarck City Commission has approved the request to submit the application, as did the MPO Technical Advisory Committee (TAC).

Mr. Helbling, noting he gets more complaints on the speed of the CAT buses than anything (else that is transit-related), asked if the speed of the buses could be tracked with the CAD/AVL hardware and Mr. Saunders replied it can be tracked. He added that given the particulars of the complaint, Bis-Man Transit is able to find out, through the system, what the circumstances were at that time.

MOTION: Mr. Helbling made a motion to approve the submittal of the Section 5339 grant application as presented. Mr. Wise seconded the motion and with Andy Zachmeier, Jason Tomanek, Gerarld Wise, Tim Helbling, and Doug Schonert voting in favor, the motion was approved.

Section 5310

The Section 5310 funding grant is also a competitive federal funding grant that is passed through North Dakota DOT. This grant is for capital and operating costs associated with programs providing service to the elderly and disabled. Bis-Man Transit is requesting funds to purchase two (2) rear-load 10-passenger ADA transit vehicles to replace two minivans that will be repurposed for use as non-service support vehicles. The federal portion of this request is \$94,560 and Bis-Man Transit will furnish the \$23,640 matching funds. Again, this application is scalable and has been recommended for submittal by the Bismarck City Commission as well as the MPO TAC.

MOTION: Mr. Helbling made a motion to approve the submittal of the Section 5310 grant application as presented. Mr. Tomanek seconded the motion and with Gerarld Wise, Andy Zachmeier, Jason Tomanek, Tim Helbling, and Doug Schonert voting in favor, the motion was approved.

2015 TRAVEL DEMAND MODEL REVIEW & SOCIO-ECONOMIC PROJECTIONS PROJECT

Mr. Carbee stated activities within the last month had involved going through the allocations and future development and getting comments back from jurisdictions. The goal for the next two to three weeks is to get all the data together into the correct format for the travel demand model and then have the steering committee give its final review and approval to the input data. It is expected that data will be shared next month in terms of the areas of anticipated growth for 2045.

An additional note is there has been a delay in receiving the travel demand model from ATAC (Advanced Traffic Analysis Center), putting the second half of the study on a brief hold. It is anticipated this will be resolved and moving by the next report in May.

HIGHWAY 83 ALTERNATIVES STUDY

Mr. Pacyna reported that much of the work in March focused on compiling the results and feedback from the first public input meeting that had been held on February 20. The key takeaway from the open house was the public's interest in finding out what the study was generally about and the number one concern expressed seem to be staying away from neighborhoods.

Monitoring the website activity is ongoing. In February and March, there were over 5,000 visitors each month to the website. Of those, between 75% and 85% were unique visitors. Monthly website activity updates will be provided each month in the study progress reports.

Next activities in April will involve the future operations analysis and examining the different alternatives. In addition, the next study review committee meeting is planned for May 3. In that same timeframe, additional listening sessions with the business and freight groups will be held to look at some of the potential future alignments and get their feedback on those.

Mr. Pacyna noted that even with some of the forecasting delays experienced with ATAC due to a staffing issue which had been previously reported, the study is about 45% complete now, and everything looks good to finish the study by the end of the year.

Mr. Schonert asked what types of comments are being received through the website and Mr. Pacyna replied the comments are varied. However, many involve keeping the alignments away from specific neighborhoods or provide areas they wish to have a little more focus on. There has been a lot of community participation on the Wikimap, where they can comment and provide alignment preferences. This information is currently being processed and condensed down to a usable format.

Mr. Schonert inquired about the timing of the next public meeting and Mr. Pacyna replied the next open house would likely be in June or July. Mr. Schonert suggested enhancing the mapping materials at the next open house to more clearly depict roadways and subdivisions. Mr. Pacyna stated as the geographical area being represented on the map decreases it will be easier to provide maps that are more refined and have more definition, as will be the case with the next open house.

REGIONAL FREIGHT STUDY 2018

Mr. Bucklew reported efforts for establishing the freight advisory committee (FAC) had been completed. This was an expansive process to identify key individuals or organizations from all the different modes of transportation as well as key shippers. The first meeting of the FAC occurred April 12. Different data sources were analyzed and the freight generator analysis was very well received. Additionally, the first set of public open houses was held for Mandan on Wednesday, April 11, and Thursday, April 12 in Bismarck.

Development of the freight profile continues, with the focus now on crash data. Conversations with NDDOT last week indicate the data is on its way, which will allow for a very complete freight profile.

The project website is live and it will be populated in the next month with slides and information from the public input meetings. The project is approximately 25% complete with the schedule and budget tracking well.

TRANSIT DEVELOPMENT PLAN (TDP)

Update

Ms. Drewlow stated the 2018 Transit Development Plan is underway and the contract has been in effect for about two weeks. The preliminary efforts for the study have begun and the first steering committee meeting is expected to take place in early- to mid-May.

Qualifications Based Selection (QBS) Certification Letter

Ms. Drewlow indicated Exhibit F in the packet was the letter certifying to the NDDOT that MPO staff had followed all the required procedures in selection of the consultant and negotiation of the contract for the study. The letter is being supplied as information only and requires no Board action.

METROPOLITAN TRANSPORTATION PLAN (MTP)

Update

Ms. Drewlow reported the 2020-2045 Metropolitan Transportation Plan has also been under contract for about two weeks. The first steering committee meeting will take place April 18 and will be attended by representatives of the MPO's jurisdictions as well as community stakeholders. The meeting content will include the review of basic financial assumptions as well as the overall scope and schedule of the project. Finally, an impending amendment to the current transportation plan will be discussed. Further information regarding the proposed amendment will be provided to the Board at today's meeting under "Other Business".

QBS Certification Letter

Exhibit G in the packet is the certification letter for the process of consultant selection and contract negotiation for the 2020-2045 MTP. It certifies MPO staff followed all the required procedures and will be furnished to the NDDOT. It is supplied as an informational item only and requires no action by the Board.

TECH MINUTE

Mr. Roberson-Kitzman referred to Exhibit H and explained the NDDOT intends to designate a pair of alternative fuel corridors (AFC) for electric vehicle charging stations within the state of North Dakota under Section 1413 of the FAST (Fixing America's Surface Transportation) Act. The two corridors will be I-29 and I-94. There currently is one charging station in the Bismarck-Mandan area, located at Nissan of Bismarck, 1026 57th Avenue NW. It is a level 2 charging station and has one outlet available.

Charging stations are currently located along the I-94 corridor in excess of 50 miles of one another. There is a total of 7 charging stations within North Dakota. It is the intent of the NDDOT to have charging stations along the corridor that will be located within 50 miles or less proximity to one another. The NDDOT hopes to add 12 charging stations throughout the two corridors.

Estimated total funding needs for a level 3 electric vehicle charging station is approximately \$9,300. \$4,800 of the total cost is the standard installation cost of a level

3 charging unit. NDDOT believes there may be funding available from the Volkswagen settlement which resulted from emissions violations. The settlement will be managed by the North Dakota Department of Health, Division of Air Quality.

Mr. Tomanek inquired as to charging fees and Mr. Roberson-Kitzman replied it would be up to the operator and whether they wanted to charge fees or not. He explained as example, a shopping mall or restaurant may offer charging stations with no fee, as an incentive for the consumer to spend the time necessary to charge the vehicle (a level 3 charging unit can deliver an 80% charge in 30 minutes) in the establishment. On the other hand, if a local utility were to offer charging stations, there would likely be a fee.

Mr. Schonert asked how many vehicles can be charges at one time on one station. Mr. Roberson-Kitzman stated there are often two charging ports on a level 3 charging unit, but it depends on the location and the installation of the unit.

Mr. Schonert recalled talk of using (US) Highway 83 as a driverless vehicle test pilot corridor and asked if Mr. Roberson-Kitzman was aware of the current status of that initiative. He explained the idea of a few different test corridors was still circulating but that it would require state legislative action to move forward.

SOUTHERN BRIDGE CLASS 1 STUDY

Mr. Roberson-Kitzman recalled the Class 1 archeological study for a possible southern bridge crossing alignment that was recently performed and reported on. He recalled how, at that time, Mr. Zachmeier had requested notification of the Tribal Council to provide adequate opportunity for Tribal involvement should the project move forward. Mr. Roberson-Kitzman informed the Board he had contacted the ETS (Environmental Technical Services) Division at NDDOT and it was understood the most effective means of involving all interested Tribes in infrastructure-related activities would be through the semi-annual Tribal Council Committee meeting offered by NDDOT. The spring meeting was held April 3, which Mr. Roberson-Kitzman attended. He provided information to the Tribal Council on the southern bridge crossing concept and the file search pursued by the MPO. He stated there were no immediate concerns expressed by anyone in attendance, only a general interest of the timeline involved, which is unknown at this time.

TRAFFIC DATA ACQUISITION RFP

Mr. Saunders recalled direction provided by the Policy Board to MPO staff in February to stop progress on the Alternatives Funding Study and pursue an alternative study. The study chosen as a replacement was the purchase of traffic data for Bismarck and Mandan.

The RFP is currently being developed and will be presented at the May meeting for review. A few unique features to the study have emerged through the development process which Mr. Saunders shared, along with some of the details of the study:

- This will be the first study to use Skype for the interviews as an effort to minimize up-front costs to the consultants since the study budget is only \$100,000.
- This will use the new 8-page limit for the proposals.
- The traffic counts are to be taken from only those days that school is convened, from August 23, 2018 to October 18, 2018.
- There will be three types of counts requested.
 - Intersections, to include all individual lane counts, including turn lanes

- Counts at mid-block
- Intersection counts without turn movements

2019-2020 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ms. Drewlow announced MPO staff has begun to develop its next Unified Planning Work Program (UPWP). She explained this document is updated every other year and outlines all the planned activities of the MPO for the coming two years, and explains how the MPO will spend its federal funds and local match.

Ms. Drewlow has met with the jurisdictions regarding their wishes for potential studies to be pursued in the years 2019 and 2020. Fewer studies were suggested by the jurisdictions than in the past, and they are also of a lower cost than past years.

Staff discussions have led to the idea of a study for the development of a data acquisition plan. Such a plan could be beneficial to the MPO, especially in regards to performance measures, but also to the jurisdictions as they try to move transportation issues forward, such as signal warrants, pavement management, and the like.

Other potential study options could include an update to the Memorial Highway interchange and Highway 810, the road just south of the Memorial Highway interchange. This area was last studied in the early 2000's. Since then, there have been considerable traffic changes in the area that have reduced the accuracy of the findings of that study and NDDOT feels it may be beneficial to produce an update.

Next steps in the UPWP development will be to examine financial forecasts and to continue examining potential studies for 2019-2020.

SKYPE CAPABILITIES

Ms. Drewlow stated MPO staff has continued to work on Skype capabilities for meetings. She disclosed an extensive test of the system in the Tom Baker Meeting Room did meet with success; however, there are still technical and equipment issues which must be resolved. It is anticipated more progress will be made in the next month to six weeks, and an update will follow then.

OTHER BUSINESS

Proposed Amendment to 2017-2020 TIP and 2015-2040 LRTP

Ms. Drewlow explained the MPO is currently governed by MAP-21 (Moving Ahead for Progress in the 21st Century) and FAST (Fixing America's Surface Transportation) Act legislation which requires the MPO to use performance based planning. The MPO must outline how that planning occurs, both in the TIP and the LRTP. A deadline of May 27, 2018 has been set by the North Dakota division of Federal Highway and the NDDOT to complete the initial steps of this process. The MPO must have adopted improved language addressing performance based planning into both documents by the deadline.

The draft language for the amendments will be developed and then reviewed by the jurisdictions. Upon their approval, a 15-day public comment period will be advertised and the amendments will be brought forward at the May TAC and Policy Board meetings for approval.

Transit Update

Mr. Saunders reported the Bismarck City Commission has approved appointing one of the commissioners to attend the monthly Transit Board meetings. Commissioner Marquardt will serve in this capacity until the election in June. Bis-Man Transit believes having this direct communication with a commissioner may help bridge the communication gap between the two boards.

Secondly, Bis-Man Transit went live with Ecolane, their new paratransit demand response software on April 1. There were a few challenges in the first week it was implemented, but since then, Transit's on-time performance has been steadily increasing. Even with the challenging start and snowy weather this month, Transit is operating at 83% on-time performance for the first two weeks, and still improving. April 2017 on-time performance was 75% and the 2017 average was 73%. Transit's ultimate goal is to achieve an on-time average of over 95%.

The Ecolane software also includes a feedback module which allows Transit to receive and store customers' complaints and comments in searchable databases. It also alerts management whenever data is added or altered.

Transit intends to implement a passenger notification system within the next couple of months. This system will call a passenger the evening before a trip is scheduled and will also send a text message a few minutes before the bus arrives.

Finally, National Express, Transit's operations contractor, has implemented new technologies to improve training, safety, and customer satisfaction. Director Rickert believes the transit system is moving in a positive direction. They will continue to seek out efficiencies to improve the overall customer experience.

ADJOURNMENT

There being no further business, Chair Schonert declared the meeting adjourned, with the next scheduled meeting to take place at the City/County Office Building, 221 N. 5th Street, Bismarck, on May 15, 2018, at 1:00 p.m.

Respectfully submitted,

Kim Riepl
Recording Secretary

APPROVED:

MPO Policy Board Chair

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Bismarck-Mandan MPO

TIP 2017-2020 Amendment

Project Year(s) 2018

Entitiy	Project	Federal	State	Local	Total	Federal Funding Source
Burleigh County	Intersection of N Washington St and ND Highway 1804 Roundabout Project #: HEU-1-804(047)084 PCN: 22191	\$2,313,000	\$128,500	\$128,500	\$2,570,000	Safety Funds

Project Description:

This project is a reconstruction of the intersection at ND HWY 1804 and N Washington Street, with the construction of an expandable roundabout. The inside lane will be created with a removable treatment that can be removed in the future to accommodate increased traffic demand. The surrounding area is developing and the need to improve the intersection is impending. This project is being bid in 2018, for a construction year in 2019, and will be tied to the adjacent N Washington reconstruction project (Project #: SU-1-981(113)123; PCN 21728).

Consistency with the
Bismarck-Mandan MPO
Long Range
Transportation Plan:

The project is not currently in the LRTP, but is consistent with the regional goals. Specifically Goal 1: Objectives A and C; Goal 3: Objective B; Goal 5: Objective A; Goal 6: Objectives A and B.

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

Bismarck-Mandan MPO Policy Board Chair

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Bismarck-Mandan MPO

Exhibit B

TIP 2017-2020 Amendment

Project Year(s) 2018

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	ND Highway 810 (Memorial Highway to Washington St) Mill and Overlay Project #: NHU-1-810(026)000 PCN: 22199	\$921,793	\$103,307	\$113,900 (Total) ~\$62,645 (Bismarck) ~\$51,255 (Mandan)	\$1,139,000	Urban Regional

Project Description:

This project is a mill and overlay of ND Highway 810 between Memorial Highway in Mandan and Washington Street in Bismarck. This project is being completed in conjunction with two other mill and overlay/ Concrete Pavement Repair projects currently programmed in the 2017-2020 TIP, all for construction in 2018. The partner projects are noted as 18.6.03 and 18.6.04 in the 2017-2020 TIP.

Local match is shared by Bismarck and Mandan. Based in the approximate length of the project within in each jurisdiction, 55% of the local funding should be provided by Bismarck and 45% should be provided by Mandan.

Consistency with the Bismarck-Mandan MPO Long Range Transportation Plan:

The project is not currently in the LRTP, but is consistent with the regional goals. Specifically Goal 1: Objectives A, B and C; Goal 3: Objectives A and B; Goal 5: Objective A, B and C; Goal 6: Objectives C.

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

Bismarck-Mandan MPO Policy Board Chair

Exhibit B

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**BISMARCK-MANDAN MPO
LONG RANGE TRANSPORTATION PLAN AMENDMENT 2015-2040**

**AMENDMENT OF PERFORMANCE BASED PLANNING DISCUSSION
AND NDDOT SAFETY PERFORMACE TARGETS**

Presently the *2015-2040 Long Range Transportation Plan* does not include MAP-21 compliant language relating to Performance Based Planning and use of Performance Targets.

The proposed amendment indicates that the Bismarck-Mandan MPO intends to utilize performance based planning and will begin this effort by linking investment priorities to the NDDOT Performance Targets for safety. Adoption of this discussion into the LRTP and TIP is required by May 27, 2018. Fuller discussion and exact wording of the amendment is provided under a separate cover. Further, additional amendments pertaining to other Federal Performance Target Areas are expected in the future to maintain compliance with MAP-21 and FAST ACT legislation. Alternatively, Performance Targets will be incorporated into the updates of the Transportation Improvement Plan (TIP) and Metropolitan Transportation Plan (MTP).

The amendment language is being proposed as a joint amendment with the 2017-2020 TIP.

The financially constrained nature of the *2015-2040 Long Range Transportation Plan* will not be impacted by this amendment.

This Long Range Transportation Plan (2015-2040) Amendment was approved on _____ by the Bismarck-Mandan MPO Policy Board.

Doug Schonert, Chairman _____

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Bismarck-Mandan MPO

Exhibit D

TIP Amendment

Project Year(s)

Entitiy	Project	Federal	State	Local	Total	Federal Funding Source
Bis-Man MPO	Incorporation of Performance Management Language	\$0	\$0	\$0	\$0	NA

Project Description:

Federal Regulations, under MAP-21 legislation, require MPO's to utilize performance based planning and to link investment priorities to the federal performance targets for safety, pavement, bridge, system reliability, freight, CMAQ and transit asset management and safety. The goal of this activity is to allocate transportation funding based on the achievement of performance outcomes. The first of these measures, PM1, is Safety. To be compliant with MAP-21, PM1 targets shall be amended and discussed in the current active TIP and Long Range Plan by May 27, 2018. The Bis-Man MPO intends to adopt targets established by NDDOT. The BMMPO will pursue continued compliance through its ongoing Metropolitan Transportation Plan update and it's next Transportation Improvement Plan (TIP). This amendment does not change the current funding forecast of the current LRTP or TIP. A full description of the amendment language can be found under separate cover.

Consistency with the Bismarck-Mandan MPO Long Range Transportation Plan:

This amendment is being pursued with an amendment to the LRTP. Both documents will be amended and updated concurrently.

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

Bismarck-Mandan MPO Policy Board Chair

To: Bismarck-Mandan Metropolitan Planning Organization
Technical Advisory Committee

From: Rachel Drewlow, MPO Transportation Planner

Date: May 7, 2018

Re: Proposed Amendment to the Bismarck-Mandan MPO
(BMMPO) TIP and LTRP to Incorporate Federal Performance
Targets for Safety

Introduction & Background

Federal Regulations require MPO's to utilize performance-based planning to link investment priorities to the federal performance targets for safety, pavement, bridge, system reliability, freight, CMAQ and transit asset management and safety. The goal of this activity is to allocate transportation funding based on the achievement of performance outcomes. The first of these measures, PM1, is Safety. To be compliant with MAP-21 and the FAST Act, PM1 targets are to be amended and discussed in the current active TIP and the Long Range Transportation Plan (LRTP) by May 27, 2018.

Below is information provided directly from the Federal Highway Administration (FHWA) regarding the Final Rules of the Safety Performance Management Measures:

FHWA Rule

FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016. The HSIP Final Rule updates the HSIP regulation under 23 CFR Part 924 to be consistent with MAP-21 and the FAST Act and clarifies existing program requirements.

The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The Safety PM Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

State Targets

States will establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all of the measures. Targets will be established annually, beginning in August 2017 for calendar year 2018. The State DOT must also coordinate with the MPOs in the State on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

MPO Targets

MPOs will establish targets for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

Establishment of Performance Targets

In February of 2018 the BMMPO consented to support safety performance targets established by the North Dakota Department of Transportation (NDDOT). The BMMPO intends to adopt and support the targets established by NDDOT and provide a numerical performance measurement specific to the BMMPO planning area. The BMMPO will pursue continued compliance through its ongoing Metropolitan Transportation Plan (MTP) update and annual Transportation Improvement Plan (TIP) process to support the baseline of the five safety performance measures as outlined in the Safety PM Final Rule.

The BMMPO will address the five Safety Performance Measures as identified by the FHWA. At this time, NDDOT has provided the statewide Performance Targets which are supported by the BMMPO. Each performance target outlined in Table 1, identifies the statewide performance target, the BMMPO annual performance measure for the most recent year of data, and the data collection and process needed for the BMMPO to annually report the performance measure specific to their area. The current BMMPO annual performance measure will be determined as part of the MTP update.

BMMPO Plan to Support of Safety Performance Measures

The ongoing implementation and update of the MTP (every 5-years) will include a continuous look and identification of ways to support reductions to fatal resultant and serious injury crashes for both motorized and non-motorized vehicles. These will be listed as “strategies” within the pending update to MTP to support meeting the targets for our safety performance measurements. They can also be utilized as a prioritization tool when comparing alternatives for transportation improvements or when determining the priority of projects to be funded.

Table 1: BMMPO 2018 Safety Performance Measure Targets and Annual Performance Data

Safety Performance Measure	NDDOT Performance Target (2017)	BMMPO Annual Performance Measure	BMMPO Annual Baseline Performance Measurement Development Process
(1) Number of Fatalities	138.0	TBD as part of the MTP update	Collect the most recent year of crash data for total fatalities within the BMMPO planning area annually with the update of the TIP. This is an annual data request to NDDOT traffic group from the ND Crash Database.
(2) Rate of Fatalities per 100 million VMT	1.366	TBD as part of the MTP update	The most recent year of crash data for total fatalities will have already been collected under previous PM. Vehicle miles traveled (VMT) within the Bismarck-Mandan metropolitan planning area will be collected from the most recent calibrated Travel Demand Model. This data is updated every five years as part of the Metropolitan Transportation Plan update and will be a constant in the TIP calculations for this measurement between MTP updates.
(3) Number of Serious Injuries	516.0	TBD as part of the MTP update	Collect the most recent year of crash data for total serious injuries within the Bis-Man planning area annually with the update of the TIP from the ND Crash Database.
(4) Rate of Serious Injuries per 100 million VMT	5.088	TBD as part of the MTP update	The most recent year of crash data for serious injuries will have already been collected under previous PM. Vehicle miles traveled within the Bismarck-Mandan metropolitan planning area will be collected from the most recent calibrated Travel Demand Model. This data is updated every five years as part of the Metropolitan Transportation Plan update and will be a constant in the TIP calculations for this measurement between MTP updates.
(5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	34.8	TBD as part of the MTP update	Collect the most recent year of data for total fatalities and serious injuries for non-motorized crashes within the Bis-Man planning area annually with the update of the TIP. This is an annual data request to NDDOT traffic group from the ND Crash Database.

The crash rates for the modeled roadways within the BMMPO's travel demand model are to be calculated as follows:

$$R = \frac{100,000,000 * C}{365 * N * V * L} = \text{XX crashes per 100 million vehicle miles traveled}$$

R = Crash rate for the total segments of roadway expressed as crashes per 100-million vehicle miles of travel (VMT)

C = Total number of crashes within the study period

N = Number of years of data = 1 year of data updated annually

V = Number of vehicles per day as identified within the most recent adopted BMMPO travel demand model (TDM)

L = Length of roadway segment in miles as identified within the most recent adopted BMMPO TDM

Anticipated Effect

The TIP is amended to incorporate the safety performance measures and targets. When the LRTP is updated to the MTP, guidance will be developed on how the performance measures and targets are to be tracked regularly to show how the BMMPO is meeting established targets. This information can be shown annually in the annual performance report within the TIP. The MTP update will also provide guidance on prioritizing projects to meet the performance measure targets. This may affect the projects that are being prioritized and programmed within the TIP. Over time, as projects are programmed that support the performance measure targets, the BMMPO should notice an improvement in the BMMPO area's existing conditions as they relate to the identified measures.

Tracking the performance measures annually will require additional work by the BMMPO staff to report the information within the TIP and MTP. The BMMPO continues to work with NDDOT ensure adequate resources are available within the annual Unified Planning Work Program (UPWP) to support a performance based transportation planning program. Identified safety strategies will be considered when completing other transportation planning projects supported through the BMMPO's UPWP. The continuous development and implementation of MTP will provide specific guidance on how to collect the necessary information and calculate the performance measures to ease the burden on staff as they track the performance annually. The safety performance measures can be tracked annually since the data is available annually.

MPO Investment Priorities

The MPO has not yet adopted a strategy to meet the performance targets. The MPO is currently in the process of updating their MTP. The updated MTP will identify proven strategies that will assist in meeting the safety and other performance measure targets. However, in the interim, annual development of the TIP project prioritization process will consider the existing five Safety Targets to understand projects which may lead to support of those performance targets.

Through the current MTP update process all the performance measures and their targets will be integrated into project identification and prioritization process for short, medium, and long-range projects lists within the constrained MTP. This will assist in the development of projects list that will be prioritized based on the performance measures and targets. Once the future projects list is developed, a fiscal constraint analysis will be completed to determine how many of the prioritized projects can be funded. Once this task is complete, the BMMPO and its member jurisdictions will be able to determine if there is a shortage of funds to work to meet the performance targets.

The BMMPO and its member jurisdictions currently utilize Federal Funds, State Funds and local funds toward improvements to their transportation system. These three funding categories will continue to be applied to future transportation system improvements in support of meeting performance measure targets. The BMMPO and member jurisdictions have indicated that the ongoing update to the MTP should explore public private partnership (PPP) opportunities to assist with any identified funding shortfalls. The BMMPO will continue to work with NDDOT on identification of HSIP eligible projects which may assist in addressing safety needs to support the established Safety PM Targets

Conclusion

The BMMPO understands that they are in the early stages of developing a performance based MTP and TIP. This amendment to the TIP and LRTP serves to codify existing baseline Safety PMs in both the TIP and MTP, as developed by NDDOT and supported by the BMMPO. Through the current MTP update process the BMMPO will fully integrate Safety PM into their prioritization methodology for projects based on the performance measures and targets.

As multiple years of data is collected for the performance measures and their targets, the BMMPO will be able to see if the performance of their transportation system is moving in the right direction to meet the desired targets. Adjustments can be made to the strategies to meet the performance targets if the desired results are not being met.

Beyond the Safety PM, the BMMPO will continue to identify a strategy for the future development of PM2 and PM3 for later amendment into both the MTP and TIP. Like PM 1, performance-based prioritization of projects will be developed to support PM2 and PM3. It is anticipated this will be done in cooperation with NDDOT. Continued guidance from the FHWA and NDDOT will greatly assist in the development of the performance measures and targets to be implemented by the BMMPO addressing PM 2 and PM 3.

MEMORANDUM OF AGREEMENT SUPPORTING A PERFORMANCE BASED PLANNING PROCESS

This Memorandum of Agreement (MOA) is between the state of North Dakota, acting by and through its Director of Transportation, hereinafter “NDDOT”, and the Bismarck-Mandan Metropolitan Planning Organization, hereinafter “MPO”, and the city of Bismarck, hereinafter “Public Transportation Operator”.

PURPOSE AND SCOPE

The purpose of this MOA is to support a performance-based approach to the metropolitan transportation planning and programming process as specified in 23 USC 134 and 135, 49 USC 5303 and 5304, 23 CFR 450, and 49 CFR 613.

RESPONSIBILITIES

To the extent practicable, NDDOT, the MPO and the Public Transportation Operator will work cooperatively to develop and share:

- Information related to transportation performance data.
- Selection of performance targets.
- Reporting of performance targets.
- Specific procedures identifying performance-based planning and target setting (attached).

CONTRACTUAL OBLIGATIONS

This MOA is not a legally binding agreement and creates no legally binding obligations for any party. Any party may, upon written notice, amend, or discontinue its role outlined in the MOA. Because of this mutual desire to proceed, each party fully intends to make a good faith effort to achieve the goals described above including working together to comply with federal and state laws.

EFFECTIVE DATE

This MOA shall be effective when all appropriate signatures have been obtained by NDDOT, the MPO, and the Public Transportation Operator.

MODIFICATION

Any amendments to this MOA must be mutually agreed to in writing.

TERMINATION

The terms of this MOA may be terminated by any one of the parties by giving 30 days written notice to each of the other parties. This MOA will remain in effect until terminated as provided in this clause, or until replaced by a new MOA.

The parties hereto execute this Memorandum of Agreement through their authorized representatives:

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION

Name (Type or Print)

Signature

Title

Date

PUBLIC TRANSPORTATION OPERATOR: City of Bismarck, ND

ATTEST by:

Name (Type or Print)

Signature

Title

Date

Name (Type or Print)

Signature

Title

Date

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

APPROVED as to substance by:

Local Government Engineer (Type or Print)

Signature

Date

Director (Type or Print)

Signature

Date

Performance-Based Planning and Target Setting Procedures

Effective Date: When MOA fully executed

Last Revision: May 2018

Overview

Purpose Statement

Federal law and regulations (23 USC 134 and 135, 23 CFR 450) direct the State DOT, MPOs and public transportation operators to jointly agree upon and develop specific written provisions for cooperatively:

- Developing and sharing information related to transportation performance data
- Selecting performance targets
- Reporting performance targets
- Reporting performance used in tracking process toward attainment of critical outcomes for the MPO region
- Collecting data for the State asset management plan for the National Highway System.

This document details the procedures the State DOT, MPOs and public transportation operators will use related to performance planning. The document is divided into separate sections related to each performance planning area:

- National Performance Management Measures for the Highway Safety Improvement Program (23 CFR 490, Subpart B)

Each section provides a brief background, identifies to whom the requirement applies, and lists the responsibilities of each affected party.

Additional sections will be added to address at a later date:

- National Performance Management Measures for Assessing Pavement Condition (23 CFR 490, Subpart C)
- National Performance Management Measures for Assessing Bridge Condition (23 CFR 490, Subpart D)
- National Performance Management Measures to Assess Performance of the National Highway System (23 CFR 490, Subpart E)
- National Performance Management Measures to Assess Freight Movement on the Interstate System (23 CFR 490, Subpart F)
- Transit Safety (to be added once final rules published)
- Transit Asset Management (49 CFR 625)
- State asset management plan (23 CFR 515)

NDDOT, the MPOs and the public transportation operators agree to follow these procedures, regularly review and update the procedures as needed according to their respective Memorandums of Agreement.

NDDOT Local Government Division will retain the master copy of this document and all previous versions. Electronic copies are provided to the MPOs and public transportation operators after each revision. Additional copies are available upon request.

Sections not applicable to North Dakota at this time and will not be addressed with this MOA:

- National Performance Management Measures for Assessing the Congestion Mitigation and Air Quality Improvement Program – Traffic Congestion (23 CFR 490, Subpart G)
- National Performance Management Measures for Assessing the Congestion Mitigation and Air Quality Improvement Program – On-Road Mobile Source Emissions (23 CFR 490, Subpart H)

Highway Safety Improvement Program Performance

Background

There are five performance measures identified in 23 CFR 490.207(a):

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

The measures apply to all public roadways. State DOTs and MPOs must annually establish performance targets for these measures.

Applicability

The requirements of the Highway Safety Improvement Program apply to:

- NDDOT
- MPOs

Responsibilities

NDDOT

NDDOT is the lead in developing the performance targets. NDDOT will:

- Develop targets annually in cooperation with the MPOs.

- Coordinate with the MPOs on the establishment of targets to ensure consistency, to the maximum extent practicable. This includes at least one meeting, in the spring, with the MPOs to discuss/gather feedback on the proposed targets for the upcoming reporting year.
- Provide fatality and serious injury data to the MPOs as available and when requested.
- Update the MPOs, as needed or requested, on the status of the performance targets.
- Report the targets to FHWA in the State's HSIP annual report no later than August 31.
- Provide a copy of the submitted HSIP annual report to the MPOs.

MPOs

Each MPO will:

- Develop targets annually in cooperation with NDDOT.
- Coordinate with NDDOT on the establishment of targets to ensure consistency, to the maximum extent practicable.
- Establish a target for each performance measure for all public roadways in their metropolitan planning area within 180 days of NDDOT's submittal of the HSIP to FHWA by either:
 - Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT safety target for that performance measure, or
 - Committing to a quantifiable target for that performance measure.
- Submit the resolution(s) approving the targets to NDDOT Local Government Division. The resolution must clearly identify/state each target.
- If the MPO committed to a quantifiable target different from the state target, annually report to NDDOT Local Government Division on target achievements.

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The Draft RFP for the Traffic
Data Acquisition will be
handed out at the meeting.

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Bismarck-Mandan 2045 MTP Status Report #1

Reporting Period: April 1, 2018 – May 4, 2018

SUMMARY OF ACTIVITIES:

- Project mobilization occurred in the first two weeks of April;
- Worked with MPO on development of Steering Committee Meeting (SCM) roster and contact list;
- Conducted Steering Committee #1 to review scope and schedule, gathered preliminary input on plan development process; SCM #2 being tentatively planned for 1st week in June (date pending);
- Prepared proposed TIP and LRTP Amendment to address PM1 for Safety (public comment period underway) and final MPO and NDDOT review in process; presentation of materials as part of May TAC and PB.
- Initiated background data collection and review;
- Initiated project branding & preliminary education video.

PROJECTED ACTIVITY NEXT PERIOD:

- Development of draft Baseline Conditions Report;
- Preliminary Financial Analysis;
- Develop project web page;
- SCM #2;
- Finalize project branding.

REQUIRED ACTION BY BMMPO:

- Assistance with Baseline Conditions data assembly (to occur during next reporting period);

MILESTONE SCHEDULE/COMMENTS:

- No notes at this time.

<i>ACTIVITY</i>	<i>MILESTONE</i>	<i>PERCENT COMPLETE</i>	<i>ACTUAL DATE</i>
Project Management/QC/QA	1/31/2020	5%	Ongoing
Steering Committee (10 Total)	10/31/2020	10%	Ongoing
Baseline Conditions	6/30/2018	10%	
Public Involvement	9/30/2019	0%	
PIM #1	9/30/2018	0%	

PIM #2	4/30/2019	0%	
PIM #3	9/30/2019	0%	
Financial Analysis	6/30/18 & 6/30/19	5%	
Travel Demand Modeling	7/31/2019	0%	
Options and Alternatives	7/31/2019	0%	
MTP Development	1/31/2020	0%	
Draft MTP	7/31/2019	0%	
Final MTP	1/31/2020	0%	
Final Approvals	1/31/2020	0%	
Overall Project Status	1/31/2020	2%	

PROBLEMS ENCOUNTERED:

- None to date.

SUMMARY OF PROJECT DECISIONS:

- Achieved NDDOT tentative concurrence to proposed TIP and LRTP amendment for PM1 on Safety.

OUT OF SCOPE SERVICES:

- None

SRF COMMISSION NO.	018-11210
PROGRESS REPORT NO.	1
DATE	May 4, 2018

REPORTING PERIOD	April 1, 2018 through April 30, 2018
PROJECT NAME	Bismarck-Mandan MPO Progress Report
PREPARED BY	Bill Troe
ROUTE/COPY TO	Molly Netzer

COMPLETED ACTIVITIES PREVIOUS PERIOD (April 2018)

Tasks Initiated and/or Completed in the Period:

- Initiated internal project set up.
- Initiated demographics analysis.
- Prepared data request summary.

ONGOING ACTIVITY THIS PERIOD (May 2018)

- Kick-off meeting.
- Staff interviews.
- Develop socioeconomic data et.
- Prepare for SWOT analysis with staff and key stakeholders.
- Establish transit vision and goals.

PROBLEMS ENCOUNTERED/ITEMS OF NOTE/SCHEDULE REVISIONS

- None

Percent Complete

- 2%

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Progress Report

Date:	Friday, May 04, 2018
Project:	Bismarck-Mandan Freight Study
To:	MPO Technical Advisory Committee, Policy Board and Staff
From:	Keith Bucklew, HDR
Subject:	April 2018 Progress Report to the TAC and Policy Board

Work Completed During the Period: April 2018

Project Management:

- Invoice (for March) submitted in mid April

Freight Advisory Committee (FAC):

Facilitated initial FAC meeting on April 12th. 10 members

Prepared FAC meeting notes

Identifying Quantitative Data Sources:

Finalized all freight modal profiles. Will be included with freight profile document

Compilation of Freight Profile:

Continued the development of freight profile

Website: <http://bismanfreightstudy.com>

Information posted on website

Public Outreach and Meetings:

Facilitated Public Open House meetings (April 11 & 12). Lightly attended

Prepared Public meeting notes

Estimated Project Percentage Complete: 41%.

A detailed breakdown of study progress and anticipated milestones is provided in Table 1.

Difficulties Encountered / Outstanding Issues:

None.

Next Steps:

- Task 2 –Conduct initial Freight Advisory Committee meeting on April 12
- Task 2 – Summarize FAC meeting, feedback, issues, etc.
- Task 3 – Collect & organize input from private stakeholders
- Task 4 – Monitor data/info needs
- Task 5 – Finalize the regional freight profile
- Task 6 – Begin identification of key issues, needs & trends
- Task 9 – Monitor website & add information
- Task 9 - Collect & organize input from public stakeholders
- Task 10 – Continue to funding & finance options for freight projects

Table 1. Study Progress and Milestones by Major Tasks

Task	Deliverables	Expected Completion Date	Percent Complete as of Progress Report Date
Task 1 - Project Management			
Multiple sub-Tasks	Periodic meetings, Invoicing	12/15/18	30%
Task 2 - Freight Advisory Committee			
Task 2.1 Establish MPO FAC	Revised FAC contact list	4/17/18	85%
Task 2.2 Initial FAC meeting	12-Apr-18	4/16/18	100%
Task 2.2 Second FAC meeting	Oct-18	10/30/18	
Other sub-tasks	on-going	12/15/18	25%
Task 3 - Collecting stakeholder input			
Task 4 - Identifying Data Sources			
	Reviewed sources	4/27/18	90%

Task 5 - Compile Freight Profile	Rgl Freight Transp System	07/31/18	80%
	Freight generation analysis	04/30/10	100%
	Freight volumes & modes		10%
	Future freight profiles		15%
Task 6 - Identification of Key Issues	Will start in May		
Needs, Issues & Trends		06/30/18	0%
Project selection		10/30/18	0%
Task 7 - Recommendations	Will start in July	10/31/18	0%
Task 8 - Performance Measures	Will start in July	09/30/18	0%
Task 9 - Public outreach & meetings	Public involvement plan	03/15/18	100%
	Initial public meetings	04/16/18	100%
	Outreach meetings report	04/30/18	100%
	Second public meetings/OCT		0%
	Outreach meetings report		0%
	Develop website	03/30/18	95%
Task 10 - Funding & Financial options			
Research freight funding in state		07/15/18	65%
ID federal funding: freight to MPO		07/15/18	5%

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Progress Report

Date: Thursday, May 03, 2018

Project: Bismarck-Mandan Model Review Study

To: MPO Technical Advisory Committee, Policy Board and Staff

From: Jason Carbee, AICP

Subject: May 2018 Progress Report to the TAC and Policy Board

Work Completed During the Period:

Identify Development Scenarios

- Completed.

Allocate Scenario Data to TAZs

- HDR staff received the final sets of feedback and comments from City / County staffs on the revised development allocation.
- HDR staff converted the land development areas indicated by local staff into the socio-economic data. The draft socio-economic data include the number of jobs by category and number of households for all three growth scenarios, for both the interim 2030 and planning horizon 2045 years.

Best Practices Review

- HDR staff have continued supporting MPO staff as they develop the base year travel model data.
- HDR staff provided a QC review of the MPO-developed, base year socio-economic data prior to submittal to ATAC for incorporation into the model.

Estimated Percentage Complete: 58%.

A detailed breakdown of study progress and anticipated milestones is provided in Table 1.

Difficulties Encountered / Outstanding Issues:

ATAC staff have been delayed in establishing the base year travel model for our review. HDR cannot initiate the Model Review subtasks until the base year model is received.

Next Steps:

- Workshop with Development Group on TAZ data – May 2018.
- Present allocation data results to TAC and Policy Board – June 2018.
- Await receipt of travel model datasets for review from ATAC.

Table 1. Study Progress and Milestones by Major Tasks

Sub-Task	Deliverables	Expected Completion Date	Percent Complete as of Progress Report Date
<u><i>Socio-Economic Sub-Tasks</i></u>			
Identify Development Scenarios / General Growth Parameters	Development Scenario Summary Memo	Complete	100%
Complete Draft Scenario Projections	Control Total Projections Summary Memo	Complete	100%
Allocate Scenario Data to TAZs	Workshop on 2/28/2018. TAZ Allocation Results Summary Memo	Complete	100%
<u><i>Model Review Sub-Tasks</i></u>			
Model Needs and Interviews	Model Stakeholder Interview Summary Memo	Complete	100%
Best Practices Review	Best Practices Model Summary Memo	Awaiting receipt of model from ATAC	10%
Best Practices Implementation	Verification Memo	Awaiting receipt of model from ATAC	-
Evaluate 2015 Validation, 2045 Scenario Model Development, Sensitivity Testing	Model Evaluation and Sensitivity Summary Memo	Awaiting receipt of model from ATAC	-



PROGRESS REPORT

Consulting Group, Inc.

SRF COMMISSION NO.	10617
PROGRESS REPORT NO.	7
DATE	May 4, 2018

REPORTING PERIOD	Period Ending April 30, 2018
PROJECT NAME	US Highway 83 Alternative Study
PREPARED BY	Matt Pacyna – SRF Consulting Group, Inc.
PREPARED FOR	Steve Saunders, Bismarck-Mandan Metropolitan Planning Organization

COMPLETED ACTIVITIES PREVIOUS PERIOD (April)

- Continued developing existing and year 2040 issues and needs draft documentation
- Reviewed additional Regional Travel Demand model sensitivity tests from ATAC regarding area transportation improvements and potential US Highway 83 alignments
- Developed preliminary alternative US Highway 83 alignments, constraints, and connection points
- Began preliminary evaluation of US Highway 83 alignments and connection point designs
- Reviewed comparable metropolitan “markets” to Bismarck to understand current market health
- Began reviewing case studies to understand economic implications and opportunities with respect to an alternative US Highway 83 alignment, as well as to the existing State Street corridor

ONGOING ACTIVITY THIS PERIOD (May)

- Finalizing the draft year 2040 conditions and issues/needs technical memorandum
- Study Review Committee #3 (May 3rd)
- Refinement of preliminary alternative US Highway 83 alignments and connection points based on Study Review Committee feedback
- Focus on alternative development, refinement, and evaluation
- Begin coordination of second round of business and freight listening sessions (to occur in June); expected to coincide with another Study Review Committee
- Review the economic impact case study data and incorporate into the capacity analysis

PROJECTED ACTIVITY NEXT PERIOD (June)

- Finalize existing and year 2040 issues and needs technical memorandum
- Continue alternative evaluation/refinement
- Conduct Business and Freight Listening Sessions (Round #2) as well as Study Review Committee Meeting #4
- Begin coordination of Public Information Meeting #2 (likely to occur in late July/early August)

TASK PROGRESS

TASK	PERCENT COMPLETE	STATUS
Project Management	35%	In Progress
Existing Conditions Analysis	99%	In Progress
Year 2040 Conditions Analysis	99%	In Progress
Issues and Needs Summary	25%	In Progress
Alternatives Development	10%	In Progress
Alternatives Evaluation	15%	In Progress
Documentation and Implementation Plan	9%	In Progress
Public Involvement and Agency Coordination	66%	In Progress
Overall Study:	51%	In Progress

PROBLEMS ENCOUNTERED/ITEMS OF NOTE/SCHEDULE REVISIONS

- ATAC staffing issue previously noted has been resolved. However, this has pushed the overall schedule by approximately 3 to 4 weeks. The overall study is still expected to be completed by the end of 2018.

REQUIRED ACTION BY THE MPO

None

Project Website: <https://www.hwy83altstudy.com/>

TECH MINUTE - TRUCK PLATOONING



What is Truck Platooning?

Truck Platooning is the method of closely following trucks with a linked system that allows following trucks to electronically or mechanically couple.

How does Truck Platooning work?

The lead truck in a platoon would be piloted and allow for other trucks (along with their drivers) to latch on to the platoon. The vehicles would electronically send each other signals in milli-seconds for control such as turning, braking, acceleration, etc. The following truck would be able to detach from the lead truck in order to continue its needed route.

Why is Truck Platooning being explored?

Potential benefits include greater fuel economy, reduced vehicle congestion, and fewer traffic collisions.

When might Truck Platooning become common?

In 2017 there were 7 states where platooning were legal. There are two states that authorize platooning testing and pilot programs and 16 states that have following-too-closely (FTC) statutes that prohibit it.

Where might we see Truck Platooning?

This will depend upon future statute. Expect to see a more gradual rise of platooning starting on more controlled corridors and then moving to more broader uses.

<https://www.youtube.com/watch?v=RjRaVExmwVk>