

AMENDMENT #1 (Amend1)
to
ARRIVE 2050, 2025-2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION

AMENDMENT TITLE: Urban Regional Roads Program, PEA References, and Miscellaneous

PURPOSE: Provide revised information regarding the Urban Regional Road Program funds and address numerous miscellaneous changes throughout the document to provide accuracy or clarification of information.

DESCRIPTION: Urban Regional Roads Program funding information is revised through changes to text and tables; Planning Emphasis Areas text and table is removed; and additional numerous items are revised or modified for purposes of clarity or accuracy, as detailed below.

- Revisions to text and tables regarding the Urban Regional Roads funding program to address concerns expressed by North Dakota Department of Transportation (NDDOT) regarding inclusion of funding of the Memorial Highway Reconstruction project in historical funding calculations. These funding amounts are reduced and addressed in the revision of text on page 79 and in Table 22 (now Table 21) on page 80. **SEE ATTACHMENT 1**
- Table 27 (now Table 26) on page 84 includes the revised Urban Regional Roads baseline funding levels. **SEE ATTACHMENT 2**
- Revisions related to eliminating the Memorial Highway Reconstruction project funding are also evident through changes made in Appendix E to text regarding Urban Regional Road Revenues on page E-3; Table 1 on page E-7; text indicating the reduced amount of \$184.7M on page E-14; and to Table 9 on page E-16 which indicates forecasted revenues by time band. **SEE ATTACHMENT 3**
- Page 111 includes addition of new text to address NDDOT concerns that the MTP should include reference to investment priorities which may be potentially funded through the Urban Regional Roads Program to eliminate the need for future amendment into the MTP in the event a new project in one of these priority areas is identified. The priority areas as recommended by NDDOT are: Preventative Maintenance / Major rehabilitation / Minor Rehabilitation / Structural Improvement / Safety Improvements / Bicycle and pedestrian improvements. **SEE ATTACHMENT 4**

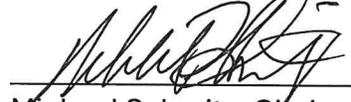
- References to Planning Emphasis Areas were removed in response to Executive Order 14148, including text references on pages 5-6 and Table 2 on page 6. This edit alters all remaining page and table numbers, which are also updated through the document.
- New text to explain the significance of the Urbanized Area (UZA) to funding revised as a new page. **SEE ATTACHMENT 5**
- Plan Cover – originally indicated December 2024, the month and year of Plan adoption. Should this amendment be approved, the Cover will reflect Adoption Date December 2024 and Amended Date.
- Map Revisions
 - Figure 1: Bismarck-Mandan MPO Area map revised to clearly depict the Urbanized Area Boundary and a key to identify it.
 - Figure 12:
 - National Highway System (NHS) map removed small segment in Lincoln incorrectly identifying a portion of roadway on the NHS. The segment is removed from all subsequent maps in the document. **SEE ATTACHMENT 6**
 - NHS map – Designation of 7th Street and 9th Street in Bismarck and Memorial Highway in Mandan is indicated as “Other Principal Arterials” and color now correctly identifies each as such in the key and on the map. **SEE ATTACHMENT 7**
 - Figure 40: Arrive 2050 Alternatives Map – new text below map reads: “*Numbers associated with each Alternative represent the project ID. Additional information on each Alternative is found in Appendix D and can be found using each segments ID.”
 - Figure 61: Cultural Resources Map revised as follows:
 - Added labels for each of the historic districts.
 - Added “National Register of Historic Places Listings” to the legend.
 - Highland Acres Historic District Amendment 1- McArthur subdivision—to avoid the boundaries of the Highland Acres Historic District and Amendment 1 district appearing to blend together, the Amendment 1 district polygon is moved away to provide distinguishable space and to demonstrate the exact areas covered by each district.
 - The Mandan Commercial Historic District boundary was redrawn.
 - Revised text of the appendix after the in-text reference to the Cultural Resources map figure: “It is noted that this is not an exhaustive listing of all cultural resources in the region.” **SEE ATTACHMENT 8**
- Miscellaneous text or table revisions to provide accuracy or clarity:
 - Page 3 TIP banner, Line 2 – add text “whether or not” before “using federal transportation funding sources.”
 - Page 57 – Pavement Condition narrative text added: “Further details on the MPO’s pavement conditions are available in Appendix C.”

- Page 76 and page E-2 National Highway Performance Program – text update provides clarity: “The National Highway Performance Program (NHPP) provide funding for projects that support the condition and performance of the state’s Interstate NHS and non-Interstate NHS routes”.
- Page 76 and page E-3 Urban Road Program and Safety Program multiple text updates **SEE ATTACHMENT 9**
- Page 77 and page E-4 Recent Federal Funding Programs added text “In the MPO region, several formula funding programs authorized through IIJA are incorporated into existing programs such as the Urban Roads Program.”
- Page 79 Table 22 Historic MPO Funding Revenues and Table 1 page E-7 – added footnote “*The MPO did not publish a TIP in 2018, so these values represent funds programmed in 2018 that were provided in the 2017 TIP publication.”
- Page 88 Table 33 Committed Projects – South Washington Street widening is 2024 advance construction – revised construction year to 2024 moved to top of table and assigned ID of 1.
- Page B-5 added example of engagement of governmental/non-governmental agencies and response **SEE ATTACHMENT 10**
- Page C-45 – corrected text in 2 places to indicate ND 6 rather than US 6.
- Page C-70 and C-71 Pavement Conditions text and Table 20 & Table 21 – new text to indicate ranges for each IRI category.
- Page C-83 – Table 25 is a partial list of parks; new text above table states: “This table is not an exhaustive list of grant funded parks.”
- Page G-1 – Figure 59 Population Growth and Figure 60 Household Growth graphs now have blue and gray lines to better differentiate the colors.

The overall financially constrained nature of the *Arrive 2050* 2025-2050 Metropolitan Transportation Plan will not be impacted by this amendment.

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Approved April 15, 2025 by the Bismarck-Mandan MPO Policy Board.



 Michael Schmitz, Chairman