Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

Policy Board

MEETING AGENDA
September 16, 2025

Ed "Bosh" Froehlich Meeting Room	**Mandan City Hall**	**1:30 PM**

The City of Bismarck and Policy Board members allows 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.

Any of the 5 (five) Policy Board members can 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 or streaming live and archived online at FreeTv.org. Agenda items can be found online at MPO Policy Board.

AGENDA

1. PLEDGE OF ALLEGIANCE

2. CALL TO ORDER

3. PUBLIC COMMENT
   Restricted to Items on the current agenda or the prior Policy Board agenda excluding public hearing items

4. MINUTES
   Review and Possible Approval of Minutes from August 19, 2025, Meeting 3

5. DRAFT 2026-2029 TIP – STEPHEN LARSON, MPO
   Draft 2026-2029 TIP (Exhibit A) 9
   ACTION ITEM: Approval of Draft 2026-2029 TIP

6. FARMP (FRINGE AREA ROAD MASTER PLAN) – Stephen Larson, MPO
   The QBS Certification Letter will be provided for reference at the meeting.
   ACTION ITEM: Recommend Approval of Consultant Selection

7. 2025 SAFETY POLICY STUDY – LUKE CHAMPA, SRF
   Progress Report (Exhibit B) 67

8. 2025 ITS RA – SHARIJAD HASAN, NDSU-ATAC
   Progress Report (Exhibit C) 69

9. 2025 MONITORING REPORT UPDATE – Stephen Larson, MPO

Progress Report (Exhibit D) 91

10. TIP ADMINISTRATIVE MODIFICATIONS – Stephen Larson, MPO
    TIP Administrative Modifications (Exhibit E) 93

11. BIG SKY RAIL/ GOVERNMENT PARTNER PROGRAM – Kim Riepl, MPO
    Big Sky Rail/ Government Partner Program Update

12. OTHER BUSINESS

13. ADJOURNMENT

The next scheduled Policy Board meeting is on 10/21/2025. Please call 701-355-1844 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 or complete and submit the Request for Reasonable Accommodations form at https://www.bismarcknd.gov/DocumentCenter/View/44505/Request-for-Reasonable-Accommodations-or-LEP-Language-Assistance-Form--Instructions at least five (5) days prior to the meeting.

PROJECTS UPDATE

Project	% Complete	Contracted Completion Date
Safety Policy Study (MPO-wide)	60	12/31/2025
2025 ITS RA Update (MPO-wide)	58	12/31/2025
2025 Monitoring Report Update (MPO-wide report)	50	12/31/2025

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	TAZ: Traffic Analysis Zone
FHWA: Federal Highway Administration	TDMSE: Travel Demand Model & Socioeconomic Data
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
AUGUST 19, 2025

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met August 19, 2025, at 1:30 p.m. in the Ed "Bosh" Froehlich Meeting Room, City Hall, 205 2nd Ave NW, Mandan, ND. Mike Schmitz presided.

Board members present or participating via Zoom were Mike Schmitz, James Froelich, Keli Berglund and Steve Schwab. Board member absent was Andy Zachmeier.

Others present or attending via Zoom were Kim Riepl, Paulette Jacobsen, Stephen Larson, and Tracy Walters of the Bismarck-Mandan MPO; Luke Champa, SRF; and Will Hutchings, NDDOT.

PLEDGE OF ALLEGIANCE AND CALL TO ORDER

Chair Schmitz called the August 19, 2025, meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

PUBLIC COMMENT

Chair Schmitz called for public comments on items on the current agenda or the prior Policy Board meeting agenda, excluding public hearing items. Seeing and hearing none, he closed the public comment period.

MINUTES

Chair Schmitz called for a motion to approve the minutes of the July 15, 2025, Meeting.

MOTION: Mr. Froelich made a motion to approve the minutes. Mr. Schwab seconded the motion and with Mr. Froelich, Mr. Schwab, Ms. Berglund and Chair Schmitz voting in favor, the motion was approved.

2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Mr. Larson presented two Transportation Improvement Plan (TIP) amendment exhibits. He explained the first TIP amendment will have an increased cost estimated that is associated with Phase III of the 2025 Mandan Memorial Highway reconstruction project. The second TIP amendment adds a new project to the TIP for the preliminary engineering of a potential project in 2029, which is a drainage improvement project to a railroad underpass located at Highway 1806 6th AVE NE in Mandan, ND. He stated both projects are being advertised for the 15-day public comment period and a public comment hearing has been scheduled for August 20, 2025, at 10:00 A.M. in the David Blackstead meeting room located at 221 N. 5th St, Bismarck, ND. Staff is requesting the amendments be conditionally approved based on no substantive comments being received during the public comment period. He also stated that TAC has recommended approval of the 2025-2028 TIP Amendments.

MOTION: Mr. Froelich made a motion to conditionally approve the 2025-2028 TIP Amendments as presented based on no substantive comments being received during the public comment period. Ms. Berglund seconded the motion and

with Mr. Froelich, Mr. Schwab, Ms. Berglund and Chair Schmitz all in favor, the motion was approved.

2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

Mr. Larson presented an exhibit explaining an additional proposed amendment to the Transportation Improvement Plan (TIP). This amendment is adding a new project in 2025 for microsurfacing on County Road 139A in Morton County, from 175 ft west of Crown Butte Lake Trail, 6 miles east to 24Th Avenue on the outskirts of Mandan. He stated there are two Federal funding sources for the project, one for the Urban and one for the Rural portion. He stated this project is being advertised for the 15-day public comment period and a public hearing has been scheduled for August 25, 2025, at 10:00 A.M. in the David Blackstead meeting room located at 221 N. 5th St, Bismarck, ND. Staff is requesting the amendment be conditionally approved based on no substantive comments being received during the public comment period. He noted that TAC recommended approval at their August meeting.

MOTION: Mr. Froelich made a motion to conditionally approve the 2025-2028 TIP Amendment as presented based on no substantive comments being received during the public comment period. Mr. Schwab seconded the motion with Mr. Froelich, Mr. Schwab, Ms. Berglund and Chair Schmitz all in favor, the motion was approved.

2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ms. Riepl presented. Ms. Riepl stated this is the final draft version of the 2026-2027 Unified Planning Work Program (UPWP). She said the UPWP is the two-year work budget for the Bismarck-Mandan MPO. The draft UPWP was approved by the Policy Board at their July meeting and the MPO has submitted the document to North Dakota Department of Transportation (NDDOT), Federal Transit Association (FTA) and Federal Highway Administration (FHWA) for their 30-day review and NDDOT had two comments. The NDDOT has requested that Staff combine the North Dakota PL funds and the FTA funds into one total Federal CPG fund and the 2024 redistribution to 2025 redistribution was updated as directed by NDDOT. These corrections have been made to the UPWP prior to the Policy Board meeting. Staff is seeking a recommendation for approval by Resolution of Adoption of the final 2026-2027 UPWP. Ms. Riepl explained that if the Policy Board approves ,the Self Certification document in the UPWP will be replaced with a copy that was approved in May and is signed and approved by NDDOT. She noted that TAC recommended approval pending the changes brought forward by the NDDOT.

Mr. Schwab asked for clarification in regard to the Executive Director's authorization to execute administrative modifications to the UPWP as necessary.

Ms. Riepl stated that there are processes outlined in the UPWP to provide for amendments to the document that invoke thresholds for amendments to occur. If the changes have a monetary amount that is below a given threshold, usually 10% of the annual UPWP budget, the MPO can orchestrate an administrative modification for project changes or additions without having to go through the full amendment process. The MPO Staff will provide notice of the administrative modifications to the Policy Board, NDDOT, FHWA and FTA for informational purposes.

Mr. Schwab expressed his concern that the administrative modifications should be required to go through Board approval for the Board to make sure these are done correctly.

Mr. Schmitz stated the Board should not be required to micromanage Staff duties; however, they are there to provide policy and guidance to the departments.

Ms. Riepl stated according to the two CFR 200.308C4 Federal code of regulations, FHWA and FTA may establish a cost threshold for UPWP amendments and under adoption of this UPWP, no amendment will be required if there is a cost change of 10% of the annual UPWP budget or less than 10% of the annual UPWP budget. The UPWP clearly outlines when administrative modifications or amendments may be made.

MOTION: Mr. Froelich made a motion to approve, by Resolution of Adoption, the 2026-2027 UPWP as presented. Ms. Berglund seconded the motion. Mr. Froelich, Ms. Berglund and Chair Schmitz voted in favor and Mr. Schwab opposed the motion. The motion was approved.

BISMARCK-MANDAN MPO PUBLIC COMMENT POLICY

Ms. Riepl stated there has been a change in the ND Century Code regarding the provision of a public comment opportunity at regular meetings. She explained the reason for the MPO's Public Comment Policy and explained the reason for the policy, the policy statement, the scope of the policy and the procedures for enforcement. She stated the Public Comment Policy is a requirement of the MPO and she noted there is a link on the document to the ND Century Code as the source of requirement. The North Dakota Century Code dictated that these changes were to be in effect by August 1, 2025, and so a public comment opportunity was provided at the opening of today's Policy Board meeting. Future TAC, Policy Board and Bike & Ped Subcommittee meetings will also follow in suit offering the public comment section at the beginning of their meetings. Ms. Riepl stated that any persons wishing to provide comments must sign the public comment sign in sheet and will be allotted 5 minutes to speak on items pertaining to the current and last month's agenda items. The speaker will be notified that their 5-minute time limit is up, however, the Chair will have discretion to extend the 5-minute time limit as they see fit. She noted that no individual may yield their time to another individual. The total public comment opportunity will be limited to 30 minutes with the discretion of the Chair to extend the time as needed. The comments must pertain to the public entity holding the meeting and may not be defamatory, abusive, unlawful, include information that is exempt or confidential under the North Dakota Open Records law, and may not interfere with the orderly conduct of the meeting.

Ms. Berglund stated that the City of Lincoln has removed the 30-minute public comment limitation and asked what the City of Bismarck has done.

Chair Schmitz replied that the 30-minute public comment limitation is at the discretion of the Chair, and the public comment time may be extended.

MOTION: Ms. Berglund made a motion to approve the Public Comment Policy as presented. Mr. Froelich seconded the motion with Mr. Froelich, Mr. Schwab, Ms. Berglund and Chair Schmitz all in favor, the motion was approved.

2025 SAFETY POLICY STUDY

Mr. Champa presented an update for SRF. Mr. Champa stated they are finishing refinements to the memos and findings from the June Steering Committee which includes the Historical Crash Trend Summary memo. He said they are working on adding data for motorcycle crashes, off highway vehicles and demographics. They will be updating the Community Conversations Key Themes document and he has sent a technical memo to the Steering Committee regarding leadership commitment and goal setting for the Vision Zero goal for the Bismarck-Mandan region. Mr. Champa said two ways to set the Vision Zero goals are to set a specific target and target date to achieve zero crashes or to set a percentage reduction by a specific target date. He intends to have a recommendation to include in a formal action of adoption for the Safety Policy Study at the next Steering Committee meeting in September with final adoption of the Safety Policy Study by the end of the year. Mr. Champa also stated that they have met with the Off-Highway Vehicle State Coordinator, the North Dakota Motor Carriers Association, ABATE, and local freight carriers. He will provide updates at the September Steering Committee meeting. They are also working on the High Injury Network characteristics for intersection configuration, speed limits, traffic volume and adjacent land use. The results of this analysis will be included in the Historical Crash Trend Summary.

2025 ITS RA UPDATE

Ms. Riepl presented. Ms. Riepl stated that the Intelligent Transportation System Regional Architecture (ITS RA) update has been ongoing with the system inventory update. She presented a table that provides an overview of the system inventory list and she explained the elements within the system and additional added projects are identified within the table. Ms. Riepl said that small stakeholders group meetings were held to begin the system inventory update and they will resume meetings of communication and IT stakeholders to finalize the system inventory. The service packages and functional requirements will all be reviewed and completed by October 2025. The service packages and functional requirements will be aligned with MPO planning goals and objectives as outlined in the Arrive 2050 MTP. This project is on budget and on schedule to be completed by December 2025.

2025 MONITORING REPORT UPDATE

Mr. Larson presented an update for HDR. He stated the MPO and HDR are continuing to work on the draft Monitoring Report document and remain on track to complete the project by the end of the year.

FARMP (FRINGE AREA ROAD MASTER PLAN) UPDATE

Mr. Larson stated the deadline for proposals on our Fringe Area Road Master Plan (FARMP) Update was August 8, and a total of 4 proposals was received. The proposals were from KLJ, Bolton and Menk, SRF, and HDR. The Selection Committee will be conducting interviews with the proposing consultants in early September, and the MPO expects to bring the top-ranked consultant to TAC and Policy Board for approval at the September meetings.

TIP ADMINISTRATIVE MODIFICATIONS

Mr. Larson presented. He stated the MPO processed twelve administrative modifications to the 2025-2028 TIP. NDDOT requested twelve projects be moved; six from FY 2027 and six from FY 2026, into FY 2025, in case additional FY25 funding comes available to NDDOT because of the August redistribution at the end of the current federal

fiscal year. Most of the projects being moved to FY 2025 will likely be moved back to FY2026 or FY2027. The projects include two Bismarck safety projects, a widening project on Washington Street, an Urban Grants project in downtown Bismarck, four microsurfacing projects in Bismarck, three concrete pavement repair projects in Bismarck, and one mill and overlay project in Mandan.

OTHER BUSINESS

Mr. Larson noted the MPO solicited for the FY26 Recreational Trails Program (RTP) earlier this year and received two applications, one for a Cottonwoods Park Trail Rehab in Bismarck, and the other for a 66th Street SE Pathway extension in Lincoln. The North Dakota Parks and Recreation District has announced RTP projects they have selected for funding for FY26. Five out of twenty applications submitted statewide received FY26 funding, including the City of Lincoln's 66th Street project. It will be included in the MPO's draft 2026-2029 TIP.

Ms. Riepl stated that the NDDOT is seeking public comment on their 2026-2029 State Transportation Improvement Program (STIP). The public comment period is open from August 15 to September 15, 2025. She noted the draft STIP is located online at DOT.nd.gov under Construction and Planning and Transportation Plans and Programs.

ADJOURNMENT

There being no further business, Chair Schmitz adjourned at 2:08 p.m. The next scheduled meeting will take place on September 16, 2025, at 1:30 p.m. in the Ed "Bosh" Froelich Meeting Room of Mandan City Hall, 205 2nd Ave NW, Mandan.

Respectfully submitted,

APPROVED:

_____ _____

Tracy Walters MPO Policy Board Chair
Recording Secretary

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Bismarck-Mandan

METROPOLITAN PLANNING ORGANIZATION

FY 2026-2029

TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT

RESOLUTION

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 2026 through 2029.

BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization certifies that the requirements of 23 CFR 450.336 and the IIJA Act (Pub. L. 117-58) are met.

Dated this ____ day of _____, 2025

_____ _____

Chair
Bismarck-Mandan
Metropolitan Planning Organization

Date

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TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The Transportation Improvement Program (TIP) for the Bismarck-Mandan Planning Area shows the significant transportation system improvements to be implemented during the next four years. The 2026-2029 TIP is prepared as a requirement of the Federal-aid planning process.

The requirements of 23 CFR 450.326 stipulate each MPO must develop a TIP and project selection must be performed in cooperation with MPOs. Similarly, the local TIP must be developed in cooperation with the State. While federal regulations require this document be updated every four years, the Bismarck-Mandan MPO updates the TIP annually. The duration of the TIP is four federal fiscal years. To remain consistent with these requirements, projects programmed for 2026 are considered the Annual Element and are priority 1. Program Years 2027 and 2028 and 2029 are designated as future year projects and are priority 2, 3, and priority 4 respectively.

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

The projects selected for inclusion in the TIP are based upon MPO review, local prioritization and funding factors, NDDOT prioritization and funding considerations, as well as consistency with the 2025-2050 Metropolitan Transportation Plan, as determined by the MPO. Figure 1 shows a flowchart of the typical schedule of development for the TIP.

It is intended that the 2026-2029 TIP is compliant with the requirements of the Infrastructure Investment and Jobs Act (IIJA) and regulations. The following three paragraphs discuss efforts undertaken to incorporate a variety of federal initiatives into the planning process, namely, Complete Streets, Public Involvement, and the use of Data in Transportation Planning.

The MPO will work cooperatively with FHWA, FTA, and NDDOT, as well as its local jurisdictions, to ensure complete streets concepts are incorporated into its planning projects. Complete streets refer to the development of streets and transportation networks that prioritize the safety, comfort, and access to destinations for all transportation users, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. Each complete street is unique and developed to best serve its community context. The TIP includes projects with complete streets elements. Additionally, MPO expenses will be monitored to ensure at least 2.5% of its overall federal funding is directed towards complete streets analysis and/or planning, as per federal guidelines.

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The MPO has made efforts to increase meaningful public involvement in the transportation planning process. These efforts have included making public meetings available virtually, encouraging MPO consultants to utilize virtual tools and illustrations to educate and

communicate with the public, and continually updating its online platforms. The MPO continues to use traditional outreach tools to ensure public participation from those without access to computers and mobile devices can engage in the public participation process.

The MPO strives to share and manage data in an efficient and equitable manner throughout the transportation planning process. A major goal of the MPO is to gather relevant transportation data for local, state, and federal partners, as well as the public. The MPO actively collects pavement conditions data, traffic turning movement counts, orthophotography and lidar, and socio-economic and demographic data for the MPO area. The MPO also draws upon the outcomes of past studies and projects in order improve its policy and decision-making.

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

MPO staff worked with the local communities and State Department of Transportation to prepare the FY 2026-2029 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

In November 2023, the MPO adopted a Transit Development Plan (TDP) update for Bis-Man Transit, who brokers the current transit system.

The MPO Public Participation Plan was followed in developing this TIP. A copy of the Public Participation Plan is available upon request at the MPO office:

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

Or online: http://bismarcknd.gov/1225/Public-Participation-Plan

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

TIP Project Selection Process

Project selection for the 2026-2029 TIP was accomplished in coordination with local jurisdictions, MPO partner agencies, and NDDOT for the following grant programs: Urban Roads, Urban Regional, Urban Grant, Urban Rail/Highway Crossing Safety, Highway Safety Improvement Program (HSIP), and Transportation Alternatives (TA).

Project selection begins with a solicitation notice from the MPO to the jurisdictions and/or partner agencies. Ideally, NDDOT solicitation precedes this notice, but it may occur afterward.

Local agencies select their projects, prepare applications, and have their applications approved by their local boards.

Upon submittal to the MPO, MPO staff ensures the proposed projects are compliant with the Metropolitan Transportation Plan (MTP). This occurs by reviewing the goals and objectives of the MTP to establish a project's 'goodness of fit' (as with Urban Rail Projects), or by scoring projects against the MTP goals and objectives specifically selected to prioritize the projects of a given grant program (all other programs).

Points assigned from goal and objective review may be combined with a subcommittee scoring (as in TA or Urban Regional projects) for a suggested ranking to the MPO Technical Advisory Committee and Policy Board. Alternatively, scores may be forwarded to the MPO boards for information only (as with HSIP, Urban Roads, and Urban Grant projects). Projects approved by the boards are forwarded to NDDOT along with a Policy Board approved ranking, as available.

NDDOT subsequently reviews project applications, awards funding, and notifies the local agency and MPO of the award. Projects are thus considered 'programed' and are added into the Draft TIP. The Draft TIP is reviewed by the public as well as State and Federal oversight. Revisions are made as necessary based on comments received. The Final TIP is submitted for consideration and adoption by the MPO boards, and forwarded to the NDDOT, FHWA, and FTA for final approval. The general timing of this process is detailed in Figure 1.

TIP Amendment Process

The TIP will be amended or modified when there are project changes to the first programming year, known as the in-year. For the 2026-2029 TIP, this is 2026. Out-year programs will be updated with each annual TIP update.

TIP Amendments will be released for a 15-day public comment period for changes that include the following:

- Major scope changes (including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/lane/intersection/route)
- Significant cost increases (greater than or equal to 25% of the total project cost)
- Adding new projects or removing projects in the TIP
- Capacity-increasing projects
- Projects negatively impacting air quality or environmental justice areas (concentrated populations of low income and minorities)
- Any other projects that have the potential to affect the fiscal constraint of the MTP

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

In addition, a legal notice or advertisement will be published in the Mandan News but is not subject to the 15-day notice period as the Mandan News is currently only published once per week.

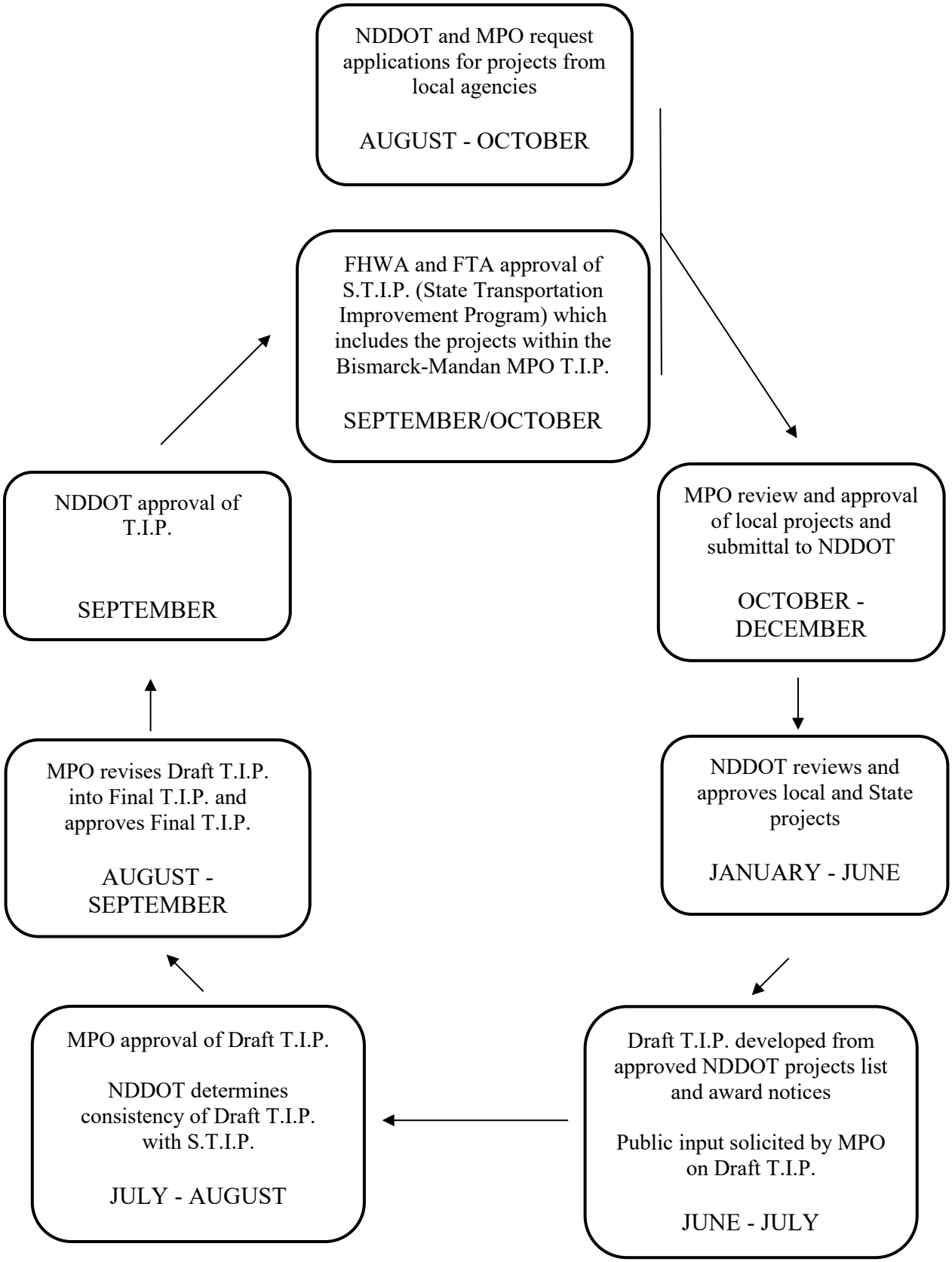
TIP Amendments will require MPO Policy Board approval.

The MPO TAC and Policy Board, as well as NDDOT, FHWA, and FTA, will be notified regarding TIP Administrative Modifications. Public notification is not required for a TIP Administrative Modification. Modifications will be considered complete upon document development by MPO staff, and the public, MPO boards, and MPO oversight will be notified of the TIP Administrative Modification(s) at the soonest opportunity for public meeting.

TIP Administrative Modifications include the following:

- Minor scope changes
- Change in construction and/ or funding year, without significant cost increase or major scope change
- Minor cost changes (any decrease of total project cost or an increase less than 25% of the total project cost)
- Notice of advance construction by a local agency
- Change, addition, or deletion to the project phasing of an RSP or the Annual Lump-Sum Project Phase Estimates.

General BMMPO TIP Process (Figure 1)



2026-2029

ROADWAY IMPROVEMENT PROJECT LIST

PROJECT FUNDING YEAR 2026
ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	26.1.01	Safety - Bismarck 19th St and Century Ave (19th St and Century Ave Intersection east/west and north/south turn lanes) (Reconstruct the east/west and north/south turn lanes to remove the existing negative offset, signal work)	$1,433,525	$1,160,152	$0	$273,373 (Bismarck)	HEU	23645	NA	
BISMARCK	26.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Centennial Rd and Jericho Rd) (Install RRFB)	$234,620	$189,878	$0	$44,742 (Bismarck)	HEU	23644	NA	
BISMARCK	26.1.03	*Urban Roads - Bismarck S Washington St (Burleigh Ave to drainage ditch, and Burleigh Ave from S Washington St to Boston Dr) (Widening from 2 to 3 lanes, Reconstruction)	$18,510,930	$4,500,000	$0	$14,010,930 (Bismarck)	NHU	23859	2024	
BISMARCK	26.1.04	*Projects of Local Importance (PLI) - Bismarck Tyler Parkway (Extension) (Century Ave to Ash Coulee Dr) (Traffic calming improvements from Century Ave to Valley Dr, extend Tyler Pkwy from Valley Dr to Cogburn Rd, lighting installation from Cogburn Rd to Ash Coulee Dr)	$16,090,000	$0	$0	$16,090,000 (Bismarck)	NA		2026	
MANDAN	26.4.01	Transportation Alternatives - Mandan High School Trail (8th Ave NW from 24th St NW to 27th St NW) (Pedestrian Trail Construction)	$484,213	$391,874	$0	$92,339 (Mandan)	TAU	24407	2026	
MANDAN	26.4.02	Urban Grants Project - Mandan Downtown (Phase 1) (1st St NW from 6th Ave NW to 4th Ave NW, 5th Ave NW from 1st ST NW to 2nd St NW, & 4th Ave NW from Main St to 2nd St NW) (Reconstruction, with beautification elements, storm sewer, sidewalks, and LED lighting)	$4,461,410	$2,356,000	$0	$2,105,410 (Mandan)	UGP-CPU	24136	NA	
NDDOT	26.6.02	[MPO]Bridge - I-94 (Tyler Parkway Interchange to Menoken Interchange) (Deck Overlay, Approach Slab Repair, Spall Repairs, Structure Items)	$5,289,423	$4,760,481	$528,942	$0 (Bismarck)	IM	23769	NA	
NDDOT	26.6.03	Urban Regional - Bismarck Expressway (Main Ave to end of asphalt) (Microsurfacing, pavement marking)	$129,612	$104,895	$11,756	$12,961 (Bismarck)	NHU	24403	NA	
NDDOT	26.6.04	Urban Regional - Bismarck Expressway (12th St to Main Ave) (Microsurfacing, pavement marking)	$1,492,938	$1,208,235	$135,409	$149,294 (Bismarck)	NHU	24404	NA	
NDDOT	26.6.05	Urban Regional - Bismarck ND 1804 (Bismarck Expressway to 48th Ave SE) (Microsurfacing, pavement marking)	$2,173,510	$1,759,022	$197,137	$217,351 (Bismarck)	NHU	24405	NA	
NDDOT	26.6.07	Bridge - I-94 (2 miles west of US 83 N) (Approach Slabs, Spall Repair, Expansion Joint Modifications)	$520,000	$468,000	$52,000	$0 (Bismarck)	IM	23769	NA	
NDDOT	26.6.08	Bridge - I-94 (5 miles east of ND 25, eastbound) (Structure Repair)	$500,000	$450,000	$50,000	$0 (Mandan)	IM		NA	
NDDOT	26.6.09	Bridge - I-94 (5 miles east of ND 25, westbound) (Structure Repair)	$500,000	$450,000	$50,000	$0 (Mandan)	IM		NA	
NDDOT	26.6.10	[MPO]Rural - ND 1804 (Various locations along ND 1804) (Culvert Rehab)	$775,000	$627,207	$147,793	$0 (Multiple)	SS		NA	
NDDOT	26.6.11	[MPO]Rural - Statewide ITS equipment (Statewide ITS project including 3 locations along I-94 within the MPO area) (ITS equipment maintenance)	$1,000,000	$900,000	$100,000	$0 (Multiple)	IM	24565	NA	
LINCOLN PARK DISTRICT	26.7.01	Transportation Alternatives - 66th St SE (66th St SE from Santeee Rd to just south of Humbert Rd) (New gravel pathway with ADA compliant crossings)	$129,907	$103,840	$0	$25,967 (LPD)	TAU		NA	

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^Pending Availability of Federal Funds

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PROJECT FUNDING YEAR 2027

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	27.1.01	Safety - Bismarck S Washington St (S Washington St and W Bowen Ave Intersection) (Remove existing traffic signal, install raised median island & RRFB crossing)	$140,000	$126,000	$0	$14,000 (Bismarck)	HEU	24625	NA	
BISMARCK	27.1.02	*Urban Grants Project - Bismarck Front Ave, 3rd St, and 5th St (Front Ave from Mandan St to 9th St, 3rd St from Front Ave to Main Ave, 5th St from Bowen Ave to Main Ave) (Mill & Overlay, curb, gutter, & sidewalk repairs, ADA ramps, pavement markings, LED lighting, street trees, bike racks, traffic signal improvements, signing, curb extensions, & bus shelter pads)	$3,056,000	$1,610,000	$0	$1,446,000 (Bismarck)	UGP-CPU	24127	NA	
BISMARCK	27.1.03	Transportation Alternatives - Sunrise Trail (East Century Ave to Sunrise Park) (New trail connection with drainageway crossing)	$591,800	$478,944	$0	$118,360 (Bismarck)	TAU		NA	
MANDAN	27.4.01	Transportation Alternatives - 3rd St SE (6th Ave SE to 3rd Ave SE) (Sidewalk Installation)	$254,689	$206,120	$0	$48,569 (Mandan)	TAU		NA	
NDDOT	27.6.01	[MPO]Rural - ND 1806 (From I-94 north approximately 10.845 miles) (Chip Seal Coat)	$650,913	$526,784	$124,129	$0 (Morton)	NH		NA	
NDDOT	27.6.02	Urban Regional - Bismarck 7th St/ 9th St (7th St from Broadway Ave to Front Ave, 9th St from Main Ave to Front Ave) (CPR, Grinding, Curb Ramps)	$1,674,952	$1,355,539	$151,918	$167,495 (Bismarck)	NHU	23743	NA	
NDDOT	27.6.03	Urban Regional - Bismarck State St (tied to 27.6.04) (7th St to Divide Ave) (CPR, Grinding, Curb Ramps)	$1,485,702	$1,202,379	$114,725	$168,598 (Bismarck)	NHU-SU	23742	NA	
NDDOT	27.6.04	Urban Roads - Bismarck Boulevard Ave (tied to 27.6.03) (6th St to 7th St) (CPR, Grinding, Curb Ramps)	$329,852	$266,949	$0	$62,903 (Bismarck)	SU	23747	NA	
NDDOT	27.6.05	Urban Regional - Mandan ND 1806 (3rd St SE to 19th St SE) (Mill & Overlay)	$2,187,846	$1,770,623	$198,438	$218,785 (Mandan)	NHU	24230	NA	
NDDOT	27.6.06	Bridge - I-94 (4 miles west of US 83 N) (Spall Repair, Structure/Incidentals)	$27,040	$24,336	$2,704	$0 (Mandan)	IM		NA	
NDDOT	27.6.07	*Safety - Bismarck Expressway & Main Ave (Bismarck Expressway & East Main Ave Intersection) (Construction of north & southbound right turn lanes, traffic signal & lighting improvements)	$934,000	$841,000	$0	$93,000 (Bismarck)	HEU		NA	
NDDOT	27.6.08	Urban Regional - Bismarck 7th St and 9th St (7th St from Expressway to Front Ave and Broadway Ave to Blvd Ave, 9th St from Blvd to Broadway) (Microsurfacing, pavement marking)	$814,000	$658,770	$73,830	$81,400 (Bismarck)	NHU	24406	NA	
NDDOT	27.6.09	Urban Regional - Bismarck 9th St (Bismarck Expressway to Front Ave) (Microsurfacing, pavement marking)	$163,213	$132,088	$14,804	$16,321 (Bismarck)	NHU	24402	NA	
NDDOT	27.6.10	Bridge - I-94B (2 miles east of Mandan, ramp next to Memorial Highway Interchange) (Structure Paint)	$175,479	$157,931	$17,548	$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.11	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, East Bound) (Structure Paint, Structure Items)	$497,190	$447,471	$49,719	$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.12	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, West Bound) (Structure Paint, Structure Items)	$497,190	$447,471	$49,719	$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.13	Bridge - I-194 (Burlington Northern RR Overhead Separation) (Structure Paint, Structure Items, Spall Repairs)	$292,465	$263,218	$29,247	$0 (Mandan)	IM	23898	NA	
NDDOT	27.6.14	Bridge - I-94 (5 miles west of US 83 N, East Bound) (Structure Repair)	$312,000	$280,800	$31,200	$0 (Mandan)	IM		NA	
NDDOT	27.6.15	Bride - I-94 (5 miles west of US 83 N, West Bound) (Structure Repair)	$312,000	$280,800	$31,200	$0 (Mandan)	IM		NA	
NDDOT	27.6.16	Bridge I-94 (3 miles west of US 83 N) (Structure Repair)	$312,000	$280,800	$31,200	$0 (Mandan)	IM		NA	
NDDOT	27.6.17	Bridge - I-94B (Memorial Bridge between Bismarck and Mandan) (Deck Overlay, Structure Paint, Joint Repair, Structural Incidentals, Rdwy Expansion, Surface Finish, etc)	$6,500,000	$5,260,450	$589,550	$650,000 Bismarck/Mandan	NH	22902	NA	

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^Pending Availability of Federal Funds

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PROJECT FUNDING YEAR 2028

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	28.1.01	Safety - I-94 Eastbound Ramp (I-94 EB Ramp/Schafer St and Divide Ave/Tyler Parkway Intersection) (Pavement markings, signage, left-turn lane realignment, signal replacement)	$80,000	$72,000	$0	$8,000 (Bismarck)	HEU	24626	NA	
BISMARCK	28.1.02	Urban Roads - Bismarck S 12th St and Burleigh Ave (12th St from Santa Fe Ave to Burleigh Ave, and Burleigh Ave from Tavis Rd to Washington St) (Mill & Overlay)	$942,000	$753,600	$0	$188,400 (Bismarck)	SU	24439	NA	
NDDOT	28.6.01	Safety - Yegen Road/University Dr (Yegen Rd and University Dr/ND 1804 Intersection) (Install Intersection Lighting)	$165,000	$148,500	$0	$16,500 (Bismarck)	HEN		NA	
NDDOT	28.6.02	Urban Regional - Bismarck Expy (Washington St to 26th St) (Traffic Signals, planned to be constructed with 28.6.03)	$5,422,000	$4,388,025	$491,775	$542,200 (Bismarck)	NHU	23741	NA	
NDDOT	28.6.03	Urban Roads - Bismarck Washington St (S Washington St and Denver Ave) (Traffic Signals, planned to be constructed with 28.6.02)	$678,000	$548,705	$0	$129,295 (Bismarck)	NHU	23741	NA	
NDDOT	28.6.04	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	$394,779	$355,301	$39,478	$0 (Bismarck)	IM	22644	NA	
NDDOT	28.6.05	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	$394,779	$355,301	$39,478	$0 (Bismarck)	IM	22644	NA	
NDDOT	28.6.06	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, East Bound) (Structure Paint)	$328,984	$296,086	$32,898	$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.07	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, West Bound) (Structure Paint)	$328,984	$296,086	$32,898	$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.08	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	$328,984	$296,086	$32,898	$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.09	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	$328,984	$296,086	$32,898	$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.10	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	$146,232	$131,609	$14,623	$0 (Mandan)	IM		NA	
NDDOT	28.6.11	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	$146,232	$131,609	$14,623	$0 (Mandan)	IM		NA	
NDDOT	28.6.12	Bridge - I-94 (3 miles west of US 83 North, East Bound) (Structure Paint)	$324,480	$292,032	$32,448	$0 (Mandan)	IM		NA	

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PROJECT FUNDING YEAR 2029

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	ESTIMATED COST IN DOLLARS TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	29.1.01	Urban Regional - Bismarck 7th St & 9th St (Intersections of 7th St/Boulevard Ave & 9th St/Boulevard Ave) (Traffic Signals)	$1,186,210	$960,000	$107,589	$118,621 (Bismarck)	NHU		NA	
BISMARCK	29.1.02	*Safety - Bismarck Lincoln Rd & Yegen Rd (Lincoln Rd & Yegen Rd Intersection) (Construction of a Roundabout)	$3,000,000	$2,700,000	$0	$300,000 (Bismarck)	HEU		NA	
MANDAN	29.4.01	*^Urban Roads - Mandan Old Red Trail (40th Ave NW to 56th Ave NW) (Reconstruction)	$5,650,000	$4,520,000	$0	$1,130,000 (Mandan)	SU	24025	NA	
MANDAN	29.4.02	Urban Regional - Mandan ND 1806 (ND 1806/6th Ave NE Railroad Underpass) (Drainage Improvements)	$5,650,000	$4,572,545	$512,455	$565,000 (Mandan)	SU	24438	NA	
NDDOT	29.6.01	Urban Regional - Mandan I-94B (W Urban Limit to ND 6) (Selective Grading, Widening)	$1,593,594	$1,434,235	$159,359	$0 (Mandan)	NHU		NA	
NDDOT	29.6.02	Rural - Mandan I-94 (Junction Old 10 to W Urban Limit) (Selective Grading, Widening)	$7,129,719	$6,416,747	$712,972	$0 (Mandan)	IM		NA	
NDDOT	29.6.03	MPO Rural - US 83 (57th Ave NW to Wilton, northbound) (Chip Seal Coat)	$1,294,931	$1,047,988	$246,943	$0 (Bis/Burl)	NH		NA	
NDDOT	29.6.04	MPO Rural - US 83 (57th Ave NW to Wilton, southbound) (Chip Seal Coat)	$1,295,010	$1,048,052	$246,958	$0 (Bis/Burl)	NH		NA	
NDDOT	29.6.05	MPO Rural - ND 6 (Junction 21 to Heart River, Mandan) (Chip Seal Coat)	$1,600,121	$1,294,978	$305,143	$0 (Morton)	SS		NA	
NDDOT	29.6.06	MPO Rural - ND 25 (Junction I-94 north to Junction 48-Center) (Chip Seal Coat)	$1,868,920	$1,512,517	$356,403	$0 (Morton)	SS		NA	
NDDOT	29.6.07	MPO Rural - ND 1806 (Near Fort Rice north to Mandan Limits) (Chip Seal Coat)	$1,762,848	$1,426,673	$336,175	$0 (Man/Mort)	SS		NA	

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ANNUAL PROJECT PHASE COST ESTIMATES FOR NON-REGIONALLY SIGNIFICANT PROJECTS

(Estimated by Year)

YEAR	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	AMENDMENT/ MODIFICATION (Date)
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	$435,000	$50,000	$47,000	$532,000	
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	$368,000	$41,000	$75,000	$484,000	
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	$74,000	$9,000	$15,000	$98,000	
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	$435,000	$50,000	$47,000	$532,000	
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	$815,000	$75,000	$75,000	$965,000	
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	$150,000	$50,000	$35,000	$235,000	
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	
2029	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2029	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	
2029	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	
2029	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	

Note: No projects in the 2026-2029 TIP were identified as RSP.

Above estimates are provided by NDDOT, based on spreadsheets maintained for their planning and construction purposes.

2026-2029

TRANSIT IMPROVEMENT PROJECT LIST

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2026	2027	2028	2029	Total
1	Bismarck/	Capital Cost	FTA	CCOC - Operating costs	Fed	$1,521,395	$1,551,823	$1,582,860	$1,614,517	$6,270,595
11.71.12	Mandan	of Contracting	Sec. 9	associated with the operations	State	$0	$0	$0	$0	$0
	Area	(CCOC)	(5307)	contract.	Local	$380,349	$387,956	$395,715	$403,629	$1,567,649
			80 / 20		Total	$1,901,744	$1,939,779	$1,978,575	$2,018,146	$7,838,244
2	Bismarck/	Preventative	FTA	PM - Preventative maintenance	Fed	$91,800	$94,554	$97,391	$100,312	$384,057
11.7A.00	Mandan	Maintenance	Sec. 9	on transit vehicles and facility	State	$0	$0	$0	$0	$0
	Area		(5307)		Local	$22,950	$23,639	$24,348	$25,078	$96,014
			80 / 20		Total	$114,750	$118,193	$121,738	$125,390	$480,071
3	Bismarck/	Operating	FTA	OPR - Operating assistance for	Fed	$771,977	$787,417	$803,165	$819,228	$3,181,787
30.09.01	Mandan	Expenses	Sec. 9	fixed route and elderly/disabled	State	$410,000	$422,300	$434,969	$448,018	$1,715,287
	Area		(5307)	service	Local	$771,977	$787,417	$803,165	$819,228	$3,181,787
			50 / 50		Total	$1,953,954	$1,997,133	$2,041,299	$2,086,474	$8,078,860
4	Bismarck/	Security	FTA	SEC - Public transportation	Fed	$22,201	$22,645	$23,098	$23,560	$91,505
11.32.07	Mandan		Sec. 9	security projects	State	$0	$0	$0	$0	$0
	Area		(5307)		Local	$5,550	$5,661	$5,775	$5,890	$22,876
			80 / 20		Total	$27,752	$28,307	$28,873	$29,450	$114,381
5	Bismarck/	Transit	FTA	Provide funding for the Transit	Fed	$0	$0	$0	$0	$0
	Mandan	Planning	Sec. 8	Development Plan	State	$0	$0	$0	$0	$0
	Area		(5303)		Local	$0	$0	$0	$0	$0
			(5313)							
			80 / 20		Total	$0	$0	$0	$0	$0
6	Bismarck/	Capital	FTA	Provide funding to replace,	Fed	$755,050	$1,190,000	$595,000	$1,190,000	$3,730,050
11.42.06	Mandan	Grant	Section	rehabilitate, and purchase buses	State	$0	$0	$0	$0	$0
11.42.20	Area		(5339)	and related equipment, including	Local	$135,950	$210,000	$105,000	$210,000	$660,950
11.12.04				shop equipment, and construct						
			80/20; 85/15	bus related facilities	Total	$891,000	$1,400,000	$700,000	$1,400,000	$4,391,000
7	Bismarck/	Capital	FTA	Capital projects including vehicle	Fed	$611,184	$646,000	$161,500	$0	$1,418,684
	Mandan	Grant	Section	purchases and mobility	State	$0	$0	$0	$0	$0
	Area		(5310)	management for elderly and	Local	$107,856	$114,000	$28,500	$0	$250,356
				disabled						
			85 / 15		Total	$719,040	$760,000	$190,000	$0	$1,669,040
8	Bismarck/	Discretionary	FTA	Operating assistance to the	Fed	$217,400	$221,748	$226,183	$230,707	$896,038
	Mandan	Earmark	Section	elderly and disabled	State	$0	$0	$0	$0	$0
	Area	Grant	(5310)		Local	$217,400	$221,748	$226,183	$230,707	$896,038
			50 / 50		Total	$434,800	$443,496	$452,366	$461,413	$1,792,075
9	Bismarck/	Discretionary	FTA	Mobility Manager salary	Fed	$31,920	$33,516	$35,192	$36,951	$137,579
	Mandan	Earmark	Section	assistance	State	$0	$0	$0	$0	$0
	Area	Grant	(5310)		Local	$7,980	$8,379	$8,798	$9,238	$34,395
			80 / 20		Total	$39,900	$41,895	$43,990	$46,189	$171,974

2026-2029

EXPENSE/REVENUE SUMMARY

FY 2026 - 2029 TIP

EXPENSE SUMMARY BY GEOGRAPHIC LOCATION

PROJECTS	FUNDING SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST ($)
	Federal ([1]Construction)	5,850,030	103,840	2,747,874	0	0	0	8,701,744
	Federal ([2]Preservation)	8,300,633	0	900,000	0	0	1,527,207	10,727,840
	State ([1]Construction)	0	0	0	0	0	0	0
Annual Element	State ([2]Preservation)	925,244	0	100,000	0	0	247,793	1,273,037
2026	Local ([1]Construction)	14,329,045	0	2,197,749	0	0	0	16,526,794
	Local ([2]Preservation)	379,606	0	0	0	0	0	379,606
	*Other Local ([1]Construction)	0	25,967	0	0	0	0	25,967
	*Other Local ([2]Preservation)	0	0	0	0	0	0	0
	PLI ([1]Construction)	16,090,000	0	0	0	0	0	16,090,000
	**PLI ([2]Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	36,269,075	129,807	4,945,623	0	0	0	41,344,505
	Total (Preservation)	9,605,483	0	1,000,000	0	0	1,775,000	12,380,483
	Total	45,874,558	129,807	5,945,623	0	0	1,775,000	53,724,988
	Federal ([1]Construction)	12,033,797	0	17,149,647	0	0	0	29,183,444
	Federal ([2]Preservation)	6,689,927	0	5,693,044	0	3,334,279	8,783,163	24,500,413
Future Projects	State ([1]Construction)	797,802	0	1,384,786	0	0	0	2,182,588
2027-2029	State ([2]Preservation)	434,233	0	634,261	0	785,675	1,419,626	3,273,795
	Local ([1]Construction)	1,339,976	0	1,743,569	0	0	0	3,083,545
	Local ([2]Preservation)	2,131,117	0	218,785	0	0	650,000	2,999,902
	*Other Local ([1]Construction)	0	0	0	0	0	0	0
	*Other Local ([2]Preservation)	0	0	0	0	0	0	0
	PLI ([1]Construction)	0	0	0	0	0	0	0
	**PLI ([2]Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	14,171,575	0	20,278,002	0	0	0	34,449,577
	Total (Preservation)	9,255,277	0	6,546,090	0	4,119,954	10,852,789	30,774,110
	Total	23,426,852	0	26,824,092	0	4,119,954	10,852,789	65,223,687
Total	**FY 2026-2029**	**69,301,410**	**129,807**	**32,769,715**	**0**	**4,119,954**	**12,627,789**	**118,948,675**

REVENUE SUMMARY

PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST ($)
	Federal ([1]Construction)	5,850,030	103,840	2,747,874	0	0	0	8,701,744
	Federal ([2]Preservation)	8,300,633	0	900,000	0	0	1,527,207	10,727,840
	State ([1]Construction)	0	0	0	0	0	0	0
Annual Element	State ([2]Preservation)	925,244	0	100,000	0	0	247,793	1,025,244
2026	Local ([1]Construction)	14,329,045	0	2,197,749	0	0	0	16,526,794
	Local ([2]Preservation)	379,606	0	0	0	0	0	379,606
	*Other Local ([1]Construction)	0	25,967	0	0	0	0	25,967
	*Other Local ([2]Preservation)	0	0	0	0	0	0	0
	PLI ([1]Construction)	16,090,000	0	0	0	0	0	16,090,000
	**PLI ([2]Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	36,269,075	129,807	4,945,623	0	0	0	41,344,505
	Total (Preservation)	9,605,483	0	1,000,000	0	0	1,775,000	12,380,483
	Total	45,874,558	129,807	5,945,623	0	0	1,775,000	53,724,988
	Federal ([1]Construction)	12,033,797	0	17,149,647	0	0	0	29,183,444
	Federal ([2]Preservation)	6,689,927	0	5,693,044	0	3,334,279	8,783,163	15,717,250
Future Projects	State ([1]Construction)	797,802	0	1,384,786	0	0	0	2,182,588
2027-2029	State ([2]Preservation)	434,233	0	634,261	0	785,675	1,419,626	1,854,169
	Local ([1]Construction)	1,339,976	0	1,743,569	0	0	0	3,083,545
	Local ([2]Preservation)	2,131,117	0	218,785	0	0	650,000	2,349,902
	*Other Local ([1]Construction)	0	0	0	0	0	0	0
	*Other Local ([2]Presevation)	0	0	0	0	0	0	0
	PLI ([1]Construction)	0	0	0	0	0	0	0
	**PLI ([2]Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	14,171,575	0	20,278,002	0	0	0	34,449,577
	Total (Preservation)	9,255,277		6,546,090	0	4,119,954	10,852,789	30,774,110
	Total	23,426,852	0	26,824,092	0	4,119,954	10,852,789	65,223,687
Total	**FY 2026-2029**	**69,301,410**	**129,807**	**32,769,715**	**0**	**4,119,954**	**12,627,789**	**118,948,675**

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

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

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

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

TRANSIT PROJECTS FUNDING/COSTS SUMMARY OF BISMARCK-MANDAN AREA

2026-2029

	FUNDING SOURCE	FUNDING AMOUNT ($)	ANTICIPATED COSTS ($)
Annual Element 2026	Federal	$4,022,928	$4,022,928
	State Match	$410,000	$410,000
	Local Match	$1,650,012	$1,650,012
	Total	$6,082,940	$6,082,940
Future Projects 2027-2029	Federal	$12,087,367	$12,087,367
	State Match	$1,305,287	$1,305,287
	Local Match	$5,060,052	$5,060,052
	Total	$18,452,706	$18,452,706
Transit Total	**FY 2026-2029**	**$24,535,646**	**$24,535,646**

2026-2029

OPERATIONS AND MAINTENANCE

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

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

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

Although federal funding is not used toward state or local O&M programs within the MPO area, these types of activities are supported by the MPO's Arrive 2050 Metropolitan Transportation Plan. They are supported specifically through objectives that aim to 'maintain pavement quality and bridges at acceptable levels' and 'promote reliable vehicle travel'. Further support is found in the goals and objectives of the 2025-2050 MTP, which was adopted in December 2024.

The following is a breakdown of O&M for the 2026-2029 TIP.

Bismarck-Mandan MPO Operations and Maintenance NDDOT and Member Jurisdiction Expenditures and Revenues 2026-2029

NDDOT Operations and Maintenance Expenses/Revenues for Federal-Aid Highways in the Bismarck-Mandan MPO Area

Year(s)	Anticipated Operations and Maintenance Expenses[1]	Anticipated Maintenance and Operations Revenue[1]	Federal-aid Highway Lane Miles in Bismarck-Mandan MPO Area which NDDOT Provides Operation and Maintenance Activities	Percent Federal-Aid Highway Lane Miles in MPO per Total Statewide Roadway Lane Miles	MPO Area Apportioned Operations and Maintenance Expenses	MPO Area Apportioned Operations and Maintenance Revenues
2026	$125,588	$125,588	312	1.90%	$2,386.17	$2,386.17
2027-2029	$376,764	$376,764	312	1.90%	$7,158.52	$7,158.52

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

City of Bismarck Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent of Federal-Aid Highways to total roadways in City of Bismarck[2]	City of Bismarck Apportioned Operations and Maintenance Expenses for Federal-Aid Highways[2]	City of Bismarck Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2026	$2,817,360	$2,817,360	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	$757,869.84	$757,869.84
2027	$2,930,054	$2,930,054	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	$788,184.53	$788,184.53
2028	$3,047,256	$3,047,256	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	$819,711.86	$819,711.86
2029	$3,169,146	$3,169,146	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	$852,500.27	$852,500.27

[1]The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Bismarck (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).
[2]Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.
*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in the City of Bismarck

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

Burleigh County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Burleigh County[2]	Burleigh County Apportioned Operations and Maintenance Expenses for Federal-Aid HIghways[2]	Burleigh County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2026	$1,697,231	$1,697,231	Hwy Gas Tax and Mill Levy	5.60%	$95,044.94	$95,044.94
2027	$1,765,120	$1,765,120	Hwy Gas Tax and Mill Levy	5.60%	$98,846.72	$98,846.72
2028	$1,835,725	$1,835,725	Hwy Gas Tax and Mill Levy	5.60%	$102,800.60	$102,800.60
2029	$1,909,154	$1,909,154	Hwy Gas Tax and Mill Levy	5.60%	$106,912.62	$106,912.62

[1]The operations and maintenance expenditures/revenues consider all roadway lane miles in Burleigh County (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).
[2]Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.
*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in Burleigh County

Name	Location	Jurisdiction Responsible for Operations and Maintenance

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

City of Mandan Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in City of Mandan[2]	City of Mandan Apportioned Operations and Maintenance Expenses for Federal-Aid Highways[2]	City of Mandan Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2026	$491,000	$491,000	Mill Levy, Utility bill for street light	29.90%	$146,809.00	$146,809.00
2027	$515,000	$515,000	Mill Levy, Utility bill for street light	29.90%	$153,985.00	$153,985.00
2028	$540,000	$540,000	Mill Levy, Utility bill for street light	29.90%	$161,460.00	$161,460.00
2029	$565,000	$565,000	Mill Levy, Utility bill for street light	29.90%	$168,935.00	$168,935.00

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

[2]Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.

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

Federal-Aid Highways in the City of Mandan

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

Morton County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses[1*]	Anticipated Maintenance and Operations Revenue[1*]	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Morton County[2]	Morton County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways[2]	Morton County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways[2]
2026	$882,586	$882,586	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$970.84	$970.84
2027	$900,238	$900,238	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$990.26	$990.26
2028	$918,242	$918,242	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$1,010.07	$1,010.07
2029	$936,610	$936,610	Mill Levies, State and Federal Funding, Gas Tax	0.11%	$1,030.27	$1,030.27

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

[2]Mileage calculations for Federal-aid Highways is based on centerline roadway miles and excludes roadways maintained solely by NDDOT.

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

Federal-Aid Highways in Morton County

Name	Location	Jurisdiction Responsible for Operations and Maintenance
25 N	I-94 to County Line	NDDOT is Fully Responsible
I-94	County wide	NDDOT is Fully Responsible

I-94B	Outside of Mandan to I-94	NDDOT is Fully Responsible
ND 1806	North of Mandan to County Line	NDDOT is Fully Responsible
ND 1806	South of Mandan to County Line	NDDOT is Fully Responsible
Highway 6	South and Outside of Mandan to County Line	NDDOT is Fully Responsible
All other functionally classified roadways	Mandan Corporate City Limits to Urbanized Area Boundary	County is Fully Responsible

2026-2027

PROJECTS OF LOCAL IMPORTANCE

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

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

Guidance for Projects of Local Importance

1. Projects must be entirely locally funded OR aided by Federal or State funds other than the typically administered MPO programs. (i.e. Transportation Alternatives Program, Urban Roads Program, Urban Regional Program, Highway Safety Improvement Program)

2. Projects must have 'substantial' impact on the Regional Transportation Network.
   a. *Projects* could include those identified in the active MTP OR those developed outside of the planning process.
   b. *'Substantial' impacts* have a large degree of influence on the functionality or capacity of a local Jurisdiction's network OR a neighboring Jurisdiction's network OR both.
   c. The *Regional Transportation Network* is all encompassing, including the roadway AND non-roadway/accessory (bike trails, park and rides, transit shelters, etc.) networks.

3. Projects are anticipated to be constructed/ committed within the upcoming 1-2 years. (The MPO reserves the opportunity to report on RSP construction which occurred during the calendar year preceding the TIP's scope.)

4. Projects include mill and overlay, concrete pavement repair, or full depth reconstruction activities that are completed on Federal-Aid Eligible roadways by the local partners. These projects must also be solely locally funded.

The MPO receives few Projects of Local Importance. This is attributed to different development schedules for the TIP and the Counties' and Cities' 'Capital Improvement Plans', as well as a lack of formalized mechanisms to fund local level transportation projects outside of the current federal aid channels. The MPO requests local jurisdictions report on anticipated construction of regionally significant roadways. It is recognized that most local roadways are constructed without federal funds. Roadways that are committed to be constructed and are regionally significant, should be reported with the most current cost estimates available. Reasonable estimates are based on current average costs of similar road sections and will be developed by the respective reporting jurisdiction. In addition, the MPO solicits for PLI whose construction is expected to start in the first 1-2 years of the current TIP's scope.

In the spring of 2025, the MPO solicited member jurisdictions and parks and recreation entities serving the MPO area for PLI and received one project, an extension project on Bismarck's Tyler Parkway.

REGIONALLY SIGNIFICANT PROJECTS

According to 23 CFR 450.104, a Regionally Significant Project (RSP) is defined as a "transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network." Federal regulations require the notation of RSP projects in the MPO's TIP and State DOT's STIP.

In 2021, the North Dakota Department of Transportation (NDDOT) was requested by the North Dakota Division of the Federal Highway Administration (FHWA) to adopt a revised definition for RSP. NDDOT consulted with the state MPO's via their executive directors and offered the MPO's an opportunity to develop a collective definition. The Bismarck-Mandan MPO additionally consulted with its jurisdictions, including the Technical Advisory Committee (TAC), in order to draft a revised RSP definition for their region. On May 18, 2021, the MPO's Policy Board officially approved the following RSP definition:

Definition for Regionally Significant Projects

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both funded with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on a newly purchased real estate.

Going forward, the MPO will note projects that meet this definition in their TIP's Program of Projects and will break out the cost of each RSP project by phasing (phases include preliminary engineering, construction, utilities, and right-of-way). Additionally, NDDOT will provide the MPO with lump sum cost estimates for the phases of all non-RSP projects. The lumps sum cost estimates will also be included in the TIP. The goal of these activities to give the public a clear understanding of the costs and funding sources of local transportation improvement projects.

RSP project phases will be monitored by their lead agency throughout their design lifespan – from award of funds to award of construction bid – and cost changes will be brought to the attention of the MPO. Cost changes will be noted in the TIP by amendment or modification. FHWA releases funds for RSP projects as indicated in the TIP so changes are expected to occur on an ongoing basis.

There are no projects identified currently as RSP in the 2026-2029 TIP.

PERFORMANCE BASED PLANNING AND PROGRAMING

Federal Performance Measures:

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012 and included several provisions that collectively transformed the Federal surface transportation program to greater focus on the achievement of performance-based outcomes. In 2015, Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. This process is collectively known as Performance-Based Planning and Programming (PBPP). The Infrastructure Investment and Jobs Act (IIJA, signed into law in 2021) has carried performance measures into the next Federal Highway Bill. Various agencies of the US Department of Transportation (USDOT), which includes FHWA, are responsible for administering the rulemaking regarding PBPP. The overall goal is to link Performance-Based Planning practices to future investments in the transportation system through concordant development of the MPOs Metropolitan Transportation Plan (MTP) and TIP. 23 CFR 450.326(d) specifies this process by stating 'the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.'

To create an effective PBPP, the federal government has identified seven major aspects of the transportation system which, when kept in good standing, ensure a safer and more efficient network and user experience. State DOTs and MPOs have been directed to emphasis the following Performance Goals Areas in their LRTP/MTP and TIP.

- Safety and Security
- Infrastructure Condition (for Bridges and Pavement)
- Congestion Reduction
- System Reliability for Freight Movement and Economic Vitality
- Alternative Transportation Modes to Automobile Travel
- Environmental Sustainability
- Reduced Project Delivery

For each Performance Goal Area, the MPO also adopts local-level targets and objectives that have been deemed appropriate to meet the needs of the Bismarck-Mandan region. These regional targets and objectives specify how the MPO should improve within a given Performance Goal Area. Regional targets and objectives, along with public input and financial constraint, were used to identify a constrained project lists for the short-, mid-, and long-term planning horizons. The constrained projects—particularly the short-term projects—meet local transportation needs and improve the system consistent with Federal requirements. The Bismarck-Mandan MPO, in accordance with the federal rule, will incorporate the short-term projects identified in the 2025-2050 MTP into the current and future TIPs.

Any system or process must be measured to gauge its effectiveness. Federal rule has ratified specific Performance Measures for three of the seven Performance Goal Areas: Safety and

Security (PM1), Infrastructure Condition (PM2), and System Reliability (PM3). These assist State DOTs and MPOs in monitoring the effectiveness of their performance-based planning programs. Federal guidance outlines which specific data sets should be measured. A list of all Performance Measures can be found in the table below.

PERFORMANCE MEASURES	
PM1: SAFETY AND SECURITY	NOTES
1) Number of Fatalities	- Individual targets are update ANNUALLY - Individual targets are report to FHWA ANNUALLY - Safety Targets are calculated a 5-year rolling average. The 2026 targets will be based on the average of data from 2021, 2022, 2023, 2024, and 2025.
2) Rate of Fatalities per 100 million vehicle miles traveled (VMT)	
3) Number of Serious Injuries	
4) Rate of Serious Injuries per 100 million VMT	
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	
PM2: INFRASTRUCTURE CONDITION	
1) Percent of National Highway System (NHS) Bridges in Good Condition	- Individual target are updated every TWO YEARS (optional) or FOUR YEARS (mandatory). - Individual targets are reported to FHWA ANNUALLY
2) Percentage of NHS Bridges in Poor Condition	
3) Percentage of Interstate Pavement in Good Condition	
4) Percentage of Interstate Pavement in Poor Condition	
5) Percentage of Non-Interstate NHS Pavement in Good Condition	
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	
PM3: SYSTEM RELIABILITY	
1) Percentage of Person Miles Travel on the Interstate that are reliable	- Individual target are updated every FOUR YEARS. - Individual targets are report to FHWA ANNUALLY **- Reliability** is defined as the consistency or dependability of travel times from day to day and at different times of a day. For example, traveling the same distance within the same amount of time, no matter the time of day or days of the week, is a reliable system. Being able to travel quickly at one time but slowly the next (as in a traffic jam) is an unreliable system. Reliability does not guarantee quick travel, but rather, a similar travel experience.
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	
3) Truck Travel Time Reliability Index	

As a minimum requirement, State DOTs must establish specific, numerical targets for each measure outlined above. MPOs have the option to adopt their state DOT's targets or create their own. To date, the Bismarck-Mandan MPO has adopted targets established by the North Dakota Department of Transportation. The most recently adopted targets are outlined on the next page.

BMMPO ADOPTED TARGETS				
PM1: SAFETY	BASELINE CONDITION	NDDOT ADDOPTED TARGET	MPO ADDOPTED TARGET	CURRENT ADOPTION PERIOD
1) Number of Fatalities	101.0	91.3	91.3	2025
2) Rate of Fatalities	1.076	1.034	1.034	2025
3) Number of Serious Injuries	426.8	410.0	410.0	2025
4) Rate of Serious Injuries	4.550	4.371	4.371	2025
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	34.2	32.9	32.9	2025
PM2: INFRASTRUCTURE CONDITION				
1) Percent of National Highway System (NHS) Bridges in Good Condition	Not Available (NA)	50%	50%	2022-2026
2) Percentage of NHS Bridges in Poor Condition	NA	10%	10%	2022-2026
3) Percentage of Interstate Pavement in Good Condition	NA	75.6%	75.6%	2022-2026
4) Percentage of Interstate Pavement in Poor Condition	NA	3%	3%	2022-2026
5) Percentage of Non-Interstate NHS Pavement in Good Condition	NA	58.3%	58.3%	2022-2026
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	NA	3%	3%	2022-2026
PM3: SYSTEM RELIABILITY				
1) Percentage of Person Miles Travel on the Interstate that are reliable	NA	85%	85%	2022-2026
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	NA	85%	85%	2022-2026
3) Truck Travel Time Reliability Index	NA	2.0	2.0	2022-2026

Since the MPO has opted to support the NDDOT targets, reporting on this information is completed at the state level. Reporting indicates that the agency has met, has made considered progress toward, or did not meet their established targets.

Some state targets are set at a level lower than the current or baseline condition. This is allowed by the Federal Government when a state's network is in exceptionally good repair or operates well above the national average. This is the case with the National Highway System of North Dakota. Often, it is economically infeasible for a state to maintain the road network at such a high level for perpetuity. In these instances, the adopted target is set at a reasonable level – one that would still be considered 'good' by users.

Federal funds can be tied to accomplishment of or progress towards adopted targets. This incentivizes planning efforts to promote a PBPP processes. It also ensuring a linkage between the planning of projects in the MTP and the programing of projects in the TIP. Ultimately, the process is designed to use federal funding in a responsible and effective way in order to maintain and enhance the transportation system.

Transit Performance Measures:

Similar rules exist from the Federal Transit Administration (FTA) regarding Performance Based Planning and Programing related to Transit Operations. These include the Public Transportation Agency Safety Plan (PTASP) Rule (49 CFR Part 673) and Transit Asset Management (TAM) (49 CFR Part 625.25).

Public Transportation Agency Safety Plan Rule:

This rule establishes a requirement for Transit Operators to develop a Public Transportation Agency Safety Plan (PTASP) by December 31, 2020. The plan outlines strategies to minimize unsafe situations that may be experienced by users and operators of public transportation. Safety promotion is achieved through the enactment of safety management policy, safety assurances, and risk management procedures. The PTASP also outlines a Transit Operator's safety performance measures and targets. Measure areas include transit-related fatalities, injuries, safety events, and system reliability.

Similar to the FHWA targets, FTA allows local Transit Operators to either adopt the plan created by their State DOT or develop their own PTASP. The Bis-Man Transit Board, representing the area Transit Operator, adopted their most recent Safety Plan in December 2024. The MPO Policy Board approved a resolution of support for the PTASP in June 2025. Bis-Man Transit's current PTASP targets are outlined below:

[Transit] Safety Performance Measures

1. Fatalities - total number and rate per total VRM
2. Injuries -Total number and rate per total Vehicle Revenue Miles (VRM)
3. Safety Events - Total number and rate per total VRM
4. System Reliability- Mean distance between major mechanical failures

Targets for transit agencies should be based on a review of the previous 5 years safety performance data.

[Transit] Safety Performance Targets:

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/ failures)
Fixed Route Bus	0	0	3 or less	0.9	4 or less	1.16	11,000
ADA/ Paratransit	0	0	3 or less	0.7	4 or less	1	31,000

Source: NDDOT Transit Section 'State Agency Safety Plan (for) Small Public Transportation Providers'. Targets adopted by Transit Board 12/24.

Transit Asset Management:

Transit Asset Management is reported by Bis-Man Transit on an annual basis. It takes notice of the condition of the transit facilities and vehicles and additionally notates the anticipated revenues used to maintain the fleet and building. The TAM report is included in a separate section of this document. Adoption of the TIP on an annual basis is also considered MPO approval of the TAM report and performance metrics.

2026

TRANSIT ASSET MANAGEMENT (TAM) REPORT

Bis-Man Transit Useful Life Benchmarks and TAM Targets

Bis-Man Transit completed and adopted their TAM plan in October 2022. Targets areas include rolling stock, equipment, and facilities, and are based on Useful Life Benchmarks (ULB) for vehicles and transit facilities. The target number is a percent of assets within a particular asset class that have met or exceeded the ULB benchmark. A description of the Federal, State and local useful life benchmarks and performance targets follow:

Useful Life Benchmark for Vehicles

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

Useful Life Benchmark for Transit Facilities

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

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

Agency Name	Asset Category	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
NDDOT	Equipment	Non Revenue/Service Automobile	29%	40%	40%	37%	35%	29%
NDDOT	Equipment	Other Rubber Tire Vehicles	60%	40%	40%	37%	35%	29%
NDDOT	Facilities	Administrative / Maintenance Facilities	0%	0%	0%	0%	0%	0%
NDDOT	Facilities	Passenger Facilities	0%	0%	0%	0%	0%	0%
NDDOT	Revenue Vehicles	BU - Bus	29%	28%	15%	14%	15%	15%
NDDOT	Revenue Vehicles	CU - Cutaway	15%	25%	25%	24%	28%	20%
NDDOT	Revenue Vehicles	MV - Minivan	11%	20%	25%	28%	25%	24%
NDDOT	Revenue Vehicles	SV - Sports Utility Vehicle	50%	50%	40%	37%	35%	40%
NDDOT	Revenue Vehicles	VN - Van	36%	35%	42%	40%	35%	24%

Bismarck-Mandan MPO Reporting

The Bismarck-Mandan MPO—through their annual Transportation Improvement Program (TIP) update—reports on the condition of Bis-Man Transit's rolling stock and/or facilities (as provided by the National Transit Database), as well as Transit's progress toward adopted performance targets. Further, the TIP provides an opportunity to note future investments which maintain the fleet and facility in a State of Good Repair. The Bis-Man Transit Fleet Inventory provided by Bis-Man Transit follows. This inventory matches information submitted to NTD in May 2025.

Service Type	Bus Fleet ID	Year	Category	FTA UL Miles Remaining	FTA UL Years Remaining	Condition*
Fixed Route	1001	2010	Heavy-Duty Small Bus	-152,773	-5	Poor
Fixed Route	1002	2010	Heavy-Duty Small Bus	-118,070	-5	Poor
Fixed Route	1003	2010	Heavy-Duty Small Bus	-175,051	-5	Poor
Fixed Route	1501	2015	Heavy-Duty Large Bus	119,774	2	Adequate
Fixed Route	1502	2015	Heavy-Duty Large Bus	96,406	2	Adequate
Paratransit	1801	2018	Light Duty Mid-Sized Cutaway	-65,174	-2	Marginal
Paratransit	1802	2018	Light Duty Mid-Sized Cutaway	-46,052	-2	Marginal
Paratransit	1803	2018	Light Duty Mid-Sized Cutaway	-80,417	-2	Marginal
Paratransit	1804	2018	Light Duty Mid-Sized Cutaway	-68,068	-2	Marginal
Paratransit	1901	2018	Light Duty Mid-Sized Cutaway	-37,222	-1	Marginal
Paratransit	1902	2018	Light Duty Mid-Sized Cutaway	-72,097	-1	Marginal
Paratransit	1903	2019	Light Duty Mid-Sized Cutaway	-62,253	-1	Marginal
Paratransit	1904	2019	Light Duty Mid-Sized Cutaway	-49,465	-1	Marginal
Paratransit	1905	2019	Light Duty Mid-Sized Cutaway	-24,112	-1	Marginal
Paratransit	1906	2019	Light Duty Mid-Sized Cutaway	-52,358	-1	Marginal
Paratransit	1907	2019	Light Duty Mid-Sized Cutaway	-53,475	-1	Marginal
Paratransit	1908	2019	Light Duty Mid-Sized Cutaway	-52,643	-1	Marginal
Fixed Route	1909	2019	Heavy-Duty Small Bus	158,534	4	Good
Fixed Route	1910	2019	Heavy-Duty Small Bus	145,173	4	Good
Paratransit	1912	2019	Modified Van	-12,808	-2	Marginal
Fixed Route	2201	2022	Heavy-Duty Small Bus	226,669	9	Excellent
Fixed Route	2202	2022	Heavy-Duty Small Bus	228,083	9	Excellent
Fixed Route	2301	2023	Heavy-Duty Small Bus	241,565	10	Excellent
Paratransit	2401	2024	Light Duty Mid-Sized Cutaway	121,548	4	Excellent
Paratransit	2402	2024	Light Duty Mid-Sized Cutaway	126,392	4	Excellent
Paratransit	2403	2024	Light Duty Mid-Sized Cutaway	120,563	4	Excellent
Paratransit	2404	2024	Light Duty Mid-Sized Cutaway	118,418	4	Excellent
Paratransit	2405	2024	Light Duty Mid-Sized Cutaway	124,243	4	Excellent
Paratransit	2406	2024	Light Duty Mid-Sized Cutaway	112,305	4	Excellent
Paratransit	2407	2024	Modified Van	140,121	3	Excellent
Paratransit	2408	2024	Modified Van	141,044	3	Excellent

Bis-Man Transit Fleet Inventory

* Condition and fleet reported as of May 20, 2025

Typically, the Bismarck-Mandan MPO's TIP includes enhancement projects for Bis-Man Transit fleet and facilities. Projects include, but are not limited to, the procurement of replacement buses, federal and local funds given to annual preventive maintenance and security needs, and like procurements. Upcoming projects in the 2026-2029 TIP which contribute to the preventive maintenance of Transit's assets and State of Good Repair (SOGR) program are shaded below:

BISMARCK-MANDAN MPO BIS-MAN TRANSIT IMPROVEMENT PROGRAM For 2026-2029 Page 1 of 1

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2026	2027	2028	2029	Total
1 11.71.12	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	CCOC - Operating costs associated with the operations contract.	Fed State Local Total	$1,521,395 $0 $380,349 $1,901,744	$1,551,823 $0 $387,956 $1,939,779	$1,582,860 $0 $395,715 $1,978,575	$1,614,517 $0 $403,629 $2,018,146	$6,270,595 $0 $1,567,649 $7,838,244
2 11.7A.00	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	PM - Preventative maintenance on transit vehicles and facility	Fed State Local Total	$91,800 $0 $22,950 $114,750	$94,554 $0 $23,639 $118,193	$97,391 $0 $24,348 $121,738	$100,312 $0 $25,078 $125,390	$384,057 $0 $96,014 $480,071
3 30.09.01	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	OPR - Operating assistance for fixed route and elderly/disabled service	Fed State Local Total	$771,977 $410,000 $771,977 $1,953,954	$787,417 $422,300 $787,417 $1,997,133	$803,165 $434,969 $803,165 $2,041,299	$819,228 $448,018 $819,228 $2,086,474	$3,181,787 $1,715,287 $3,181,787 $8,078,860
4 11.32.07	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	SEC - Public transportation security projects	Fed State Local Total	$22,201 $0 $5,550 $27,752	$22,645 $0 $5,661 $28,307	$23,098 $0 $5,775 $28,873	$23,560 $0 $5,890 $29,450	$91,505 $0 $22,876 $114,381
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303) (5313) 80 / 20	Provide funding for the Transit Development Plan	Fed State Local Total	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0	$0 $0 $0 $0
6 11.42.06 11.42.20 11.12.04	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339) 80/20; 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	$755,050 $0 $135,950 $891,000	$1,190,000 $0 $210,000 $1,400,000	$595,000 $0 $105,000 $700,000	$1,190,000 $0 $210,000 $1,400,000	$3,730,050 $0 $660,950 $4,391,000
7	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310) 85 / 15	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	$611,184 $0 $107,856 $719,040	$646,000 $0 $114,000 $760,000	$161,500 $0 $28,500 $190,000	$0 $0 $0 $0	$1,418,684 $0 $250,356 $1,669,040
8	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	$217,400 $0 $217,400 $434,800	$221,748 $0 $221,748 $443,496	$226,183 $0 $226,183 $452,366	$230,707 $0 $230,707 $461,413	$896,038 $0 $896,038 $1,792,075
9	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80 / 20	Mobility Manager salary assistance	Fed State Local Total	$31,920 $0 $7,980 $39,900	$33,516 $0 $8,379 $41,895	$35,192 $0 $8,798 $43,990	$36,951 $0 $9,238 $46,189	$137,579 $0 $34,395 $171,974

Based on the existing condition of the Bis-Man Transit fleet and facilities, and the programmed activities outlined in the 2026-2029 TIP, the Bis-Man MPO believes the investments fall within category A. of the three federally defined maintenance options:

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

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

PROOF OF PUBLIC INVOLVEMENT

Public Meeting Notice

Public Involvement in the Preparation of Draft 2026-2029 Bismarck-Mandan Metropolitan Transportation Improvement Program (TIP)

The Bismarck-Mandan Metropolitan Planning Organization (MPO) will hold a public hearing on **Monday, September 15, 2025 at 10:00 a.m.** (in conjunction with the MPO Technical Advisory Committee meeting) in the Ed "Bosh" Froehlich Meeting Room of Mandan City Hall at 205 2nd Ave NW, Mandan. If you would like to participate via video or audio link for a 3-5 minute comment on the draft TIP, please provide your e-mail address and contact information to mpo@bismarcknd.gov at least one (1) business day before the meeting.

The purpose of this meeting is to provide an opportunity for public involvement in the development of the draft 2026-2029 TIP. The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements, and other transportation improvements) in the metropolitan area over the next four years, thereby making these projects eligible for federal assistance. The TIP includes metropolitan area transportation projects proposed by the following jurisdictions: Bismarck, Mandan, Lincoln, Morton County, Burleigh County, and NDDOT.

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

Furthermore, the public is notified the draft TIP will be available for review at the Bismarck Community Development Office, 221 North 5th St, Bismarck, beginning August 21, 2025. The draft will also be available on the MPO web page at www.bismarcknd.gov/MPO. Following the consideration of citizen's comments, the draft TIP will be presented to the MPO Policy Board.

The public is invited to attend the public hearing, either in person or via video or audio link; or submit written comments to the MPO no later than 9:00 am, Friday, September 5, 2025, to PO Box 5503, Bismarck, North Dakota, 58506. Comments should be directed to Stephen Larson and faxed (701) 222-6450 or sent to the above address. Comments may also be sent via e-mail at slarson@bismarcknd.gov. Contact Stephen Larson, MPO Transportation Planner at (701) 355-1848 for additional information.

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

Consultation with Transportation and Planning Officials

Letters to local and regional planning officials and stakeholders (including State and local planned growth, economic development, environmental protection, airport operations and freight movement) were mailed in August of 2025 for the draft TIP with the intention to receive input on proposed TIP projects. In addition, a public meeting was advertised for the Draft TIP consistent with the requirements of the Bismarck-Mandan MPO Public Participation Plan. The Final TIP document considers and includes the responses received from the various agencies and the public.

STATUS OF PROJECTS FOR 2024

Completion Analysis of 2024 Projects Associated with 2024-2027 TIP

In March 2025 the MPO analyzed the status of all projects programmed for completion in 2024.

Total 2024 Projects – 22
Total Projects added by amendment or modification in 2024 – 13
- Total 2024 projects completed – 13
- Total 2024 projects that were started but not completed – 7
  - **This category includes projects bid or designed in 2024 but not constructed*
- Total 2024 projects that were postponed to a later date – 2
- Total 2024 projects that were cancelled – 0

Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

P.O. Box 5503 • 221 North 5th Street
Bismarck, North Dakota 58506
Telephone 701 355 1840
TDD Dial 711
Fax 701 222 6450
Email mpo@bismarcknd.gov
Web www.bismarcknd.gov/MPO

March 6, 2025

Will Hutchings
Local Government Division
NDDOT
608 E Boulevard Ave
Bismarck, ND 58505-0700

Dear Mr. Hutchings:

The following is the 2024 Status Report of projects contained within the Bismarck-Mandan MPO 2024-2027 Transportation Improvement Program (TIP), as of the end of the 2024 Calendar year.

Mandan

Transportation Alternatives

1. ND 6 Shared Use Trail Phase 3 (19th St SE to Heart River Bridge) – Trail Project
    a. Completed in 2024 (Modification, July 2024).
2. Old Red Trail Rehab Phase 1 (Sunset Dr to east of 30th Ave NW) – Trail Project
    a. Bid in 2024, to be constructed in 2025 (Modification, February 2025).

Safety

3. RRFB Installation (Custer, Mary Stark, and Lewis & Clark Elementary, and 46th Ave SE Crossing) – School Related RRFB
    a. Moved to 2025 (Modification, July 2024)

Burleigh

Rural

4. Highway 10 (66th St NE to US 83) – Seal Coat
    a. Project bid, to be completed in 2025 (Modification, September 2024).

Lincoln

Transportation Alternatives

1. Moch Park Trail (Connecting Dolan Dr and 28th Ave SE to Moch dog park) – Trail Project
    a. Completed in 2024 (Amended, October 2023).

Morton

Transportation Alternatives

1. Valerie Entzel Memorial Park (trailside facility on Lewis & Clark Trail alongside Hwy 1806) – Park Project
    a. In progress, to be completed in 2025 (Amended, October 2023).

NDDOT

Bridge

1. I-94 (1 mile E of US 83 N) – Structure Paint
    a. Completed in 2024

Urban

1. I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway Exit 161) – Reconstruction
    a. In progress, to be completed in 2026

Safety

1. Bismarck Expwy/McKenzie Dr Interchange (WB off-ramp) – Installation of wrong way detection systems
    a. Completed in 2024 (Modification, November 2023)
2. Various Locations (US and ND highways throughout the Bismarck District) – Wrong way detection systems
    a. Completed in 2024 (Amended, November 2023)
3. E Main Ave and Eastdale Ave (E Main Ave and Eastdale Ave Crossings) – Rail Crossing Signal Upgrades
    a. Project not bid, yet to be rescheduled

Urban Regional Program

1. Bismarck Expwy (Expwy to Exit 161) – Reconstruction
    a. In progress, to be completed in 2026
2. Mandan Memorial Highway (Memorial Highway Phases 1 & 2) – Reconstruction, Drainage, Utilities
    a. To be constructed in 2025

Rural

1. State Highway System (Numerous locations within the State Highway ROW) – Replace non-LED lighting with LED and upgraded lighting system
    a. Completed in 2024
2. Statewide ITS equipment (Bismarck Expressway/ND 810) – WIM and Automatic Traffic Record Maintenance
    a. Completed in 2024
3. Hwy 1804 (S Junction 83 west & north to Junction 83) – Chip Seal Coat
    a. Completed in 2024 (Modification, October 2023)
4. Hwy 10 (800 feet east of 66th St NE to 197th St NE) – Mill and Overlay
    a. Completed in 2024 (Amendment, January 2024)
5. Statewide ITS equipment (Apple Creek WIM site, EB, around I-94 mile marker 165) – WIM electronics calibration
    a. Completed in 2024 (Amendment, July 2024)
6. County Road 139A (ND 25/139A intersection east 2.02 miles) – Bituminous overlay
    a. Completed in 2024 (Amendment, July 2024)

Urban Roads Program

1. Bismarck Centennial Road (Centennial Rd to Exit 161) – Reconstruction
    b. In progress, to be completed in 2026

Bismarck

Transportation Alternatives

1. Equipment Purchase (Cross-Country Ski Trails in Bismarck) – Purchase of Tucker-Terra Trail Groomer
    a. Completed in 2024 (Amended, October 2023)
2. Shared Use Trail Extensions/Connections (Ash Coulee Dr from Golden Eagle Ln to Tyler Pkwy, Tyler Pkwy from north of Harp Hawk Dr to Cogburn Rd) – Trail Project
    a. Completed in 2024 (Modification, January 2024)

Sincerely,

Stephen Larson
Bismarck-Mandan Transportation Specialist
Attch: 2024 Project List from the Bismarck-Mandan MPO 2024-2027 TIP and applicable Amendments/Modifications.

PUBLIC COMMENTS ON 2026-2029 TIP

The Draft 2026-2029 TIP was released for public comment beginning August 21, 2025. Public comments regarding the Draft 2026-2029 TIP were received until 9 am on September 5, 2025. All stakeholder comments related to the Draft TIP (along with any comments received at the September 15, 2025 Public Hearing) will be incorporated into the Final 2026-2029 TIP.

APPENDIX

Glossary of Pavement Treatment Types

Glossary of Common Flexible and Rigid Pavement Treatments

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

FLEXIBLE PAVEMENTS

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

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

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

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

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

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

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

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

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

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

RIGID PAVEMENTS

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

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

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

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

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

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

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

Dowel Bar (Load Transfer) Retrofit – A dowel bar retrofit is the placement of dowel bars across faulted joints and/or cracks to re-establish load transfer between slabs.
The treatment restores effective load transfer at joints and cracks, significantly reduces the occurrence of severe faulting, and increases the structural capacity of the pavement.

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

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

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

FUNDING SOURCES

PROJECT PREFIX		
IM	=	Interstate Maintenance - State Project
NH	=	National Highway System - State Project
NHU	=	National Highway System - State Urban Project
AC	=	Advance Construction
SS	=	Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
CPU	=	Non-National Highway System - City Urban Project
STP	=	Transportation Improvement - Non-National Highway System - State Rural Project
STU	=	Transportation Improvement - Non-National Highway System State or City Urban Project
SC	=	Non-National Highway System - County Rural Project
BRI	=	Bridge Replacement - State Project - Interstate System
BRN	=	Bridge Replacement - State Project - National Highway System
U-BRN	=	Urban Bridge Replacement - State Project - National Highway System
BRS	=	Bridge Replacement - State Project - Non-National Highway System
BRU	=	Bridge Replacement - State or City Urban Project - Non-National Highway System
BRC	=	Bridge Replacement - County Project - Non-National Highway System
BRO	=	Bridge Replacement - County Off-System Project
HRR	=	High Risk Rural Roads - State Safety Project – Non-National Highway System
HEN	=	High Hazard Elimination - State Safety Project - National Highway System
SHE	=	High Hazard Elimination - "Small" State Safety Project - National Highway System
HES	=	High Hazard Elimination - State Safety Project - Non-National Highway System
HEU	=	High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
HEC	=	High Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
HEO	=	High Hazard Elimination - County Off-System Safety Project
HLS	=	High Hazard Elimination - State Safety Project
HLU	=	High Hazard Elimination - Urban Safety Project
HLC	=	High Hazard Elimination - County Safety Project
RSN	=	Railroad Crossing Hazard Elimination - State Safety Project - National Highway System
RSS	=	Railroad Crossing Hazard Elimination - State Safety Project - Non-National Highway System
RSU	=	Railroad Crossing Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
RSC	=	Railroad Crossing Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
RSO	=	Railroad Crossing Hazard Elimination - County Off-System Safety Project
RPN	=	Railroad Crossing Protection Device - State Safety Project - National Highway System
RPS	=	Railroad Crossing Protection Device - State Safety Project - Non-National Highway System
RPU	=	Railroad Crossing Protection Device - State or City Urban Safety Project - Non-National Highway System
RPC	=	Railroad Crossing Protection Device - County Safety Project - Non-National Highway System - (County major collector)
RPO	=	Railroad Crossing Protection Device - County Off-System Safety Project
TAU	=	Transportation Alternatives - State or City Urban Project – National or Non-National Highway System
TAC	=	Transportation Alternatives - County Project - Non-National Highway System
TCAP	=	Transit - Section 5339 Bus & Bus Facilities
TE/D	=	Transit - Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
TPL	=	Transit - Section 5303/4 Metropolitan and Statewide Planning
TRUR	=	Transit - Section 5311 Formula Grants for other than Urbanized Areas
TURB	=	Transit - Section 5307 Urbanized Area Formula Program
FHS	=	Forest Highway - State Project
FHC	=	Forest Highway - County Project
FHO	=	Forest Highway - County Off-System Project
BGR	=	BUILD Grant Program - Projects funded using the BUILD Transportation Grant Program
INF	=	INFRA Grant Program - Projects funded using the INFRA Grant Program
RCE	=	RCE Grant Program - Projects funded using the Railroad Crossing Elimination Grant Program
RAI	=	RAISE Grant Program – Projects funded using the RAISE Grant Program
FTF	=	Flexible Transportation Fund
TBD	=	Project Funding will be determined at a future date
ROM	=	Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD)
SER	=	State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program
UGP	=	Urban Grant Program - Projects funded using the Urban Grant Program
CVD	=	COVID Relief Program - Projects funded using the COVID Relief Program
TRP	=	Transportation Research Innovation Projects – State projects using innovation
CRP	=	Carbon Reduction Program – Projects funded using the Carbon Reduction Program
NEVI	=	National Electric Vehicle Infrastructure

DD

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

The Bismarck-Mandan Metropolitan Planning Organization (BMMPO) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process in accordance with the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bismarck-Mandan Metropolitan Planning Organization

Signature

Policy Board Chair

Title

5/20/25

Date

North Dakota Department of Transportation

Signature

Local Government Engineer

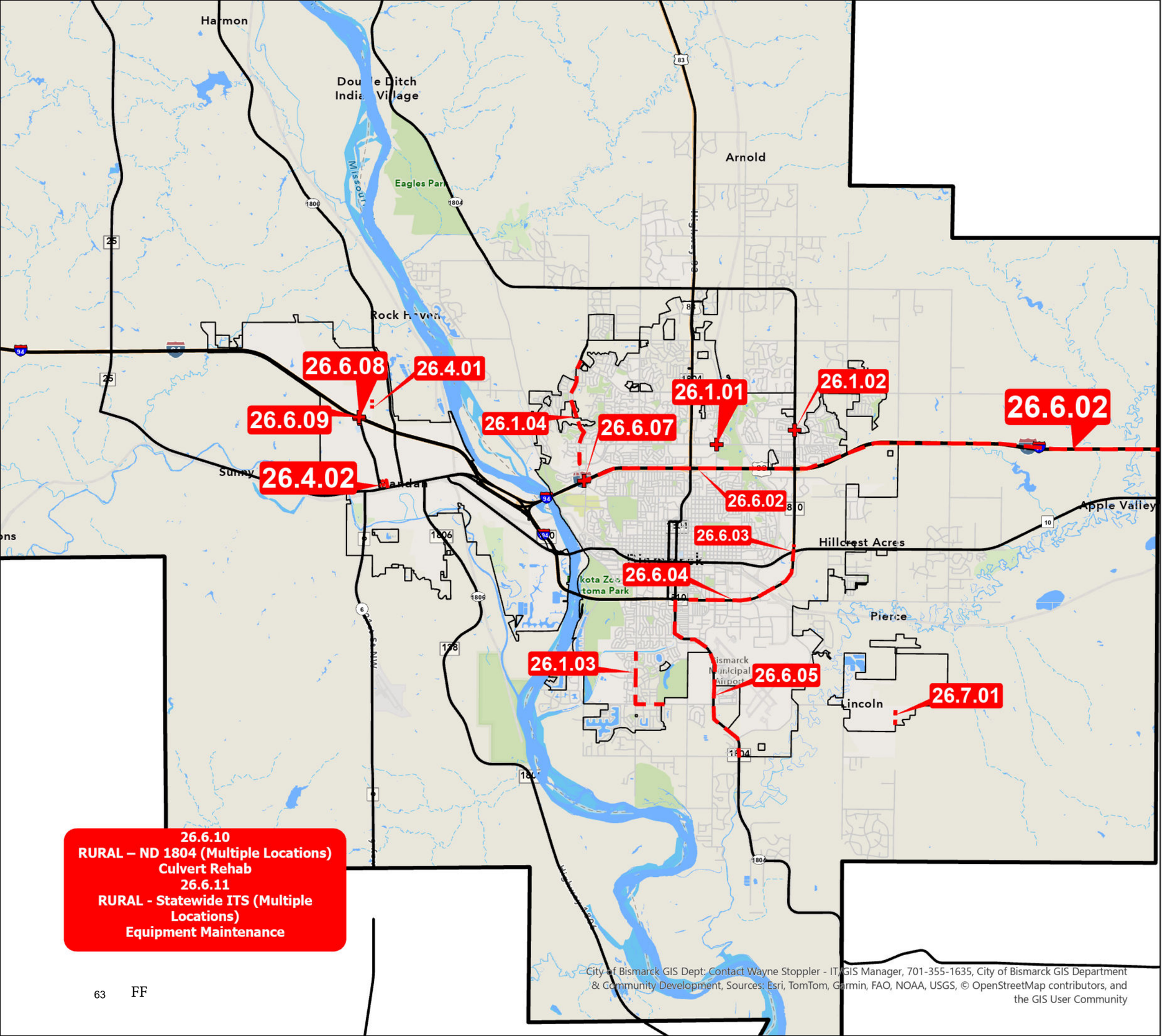
Title

8/12/2025

Date

Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

2026-2029 Transportation Improvement Program (Year 2026)



26.6.10
RURAL – ND 1804 (Multiple Locations)
Culvert Rehab
26.6.11
RURAL - Statewide ITS (Multiple Locations)
Equipment Maintenance

Legend

YEAR
2026
YEAR
2026
City Limits
MPO Boundary
Missouri River

N
W E
S

3.5 Miles

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

Map created September 2025 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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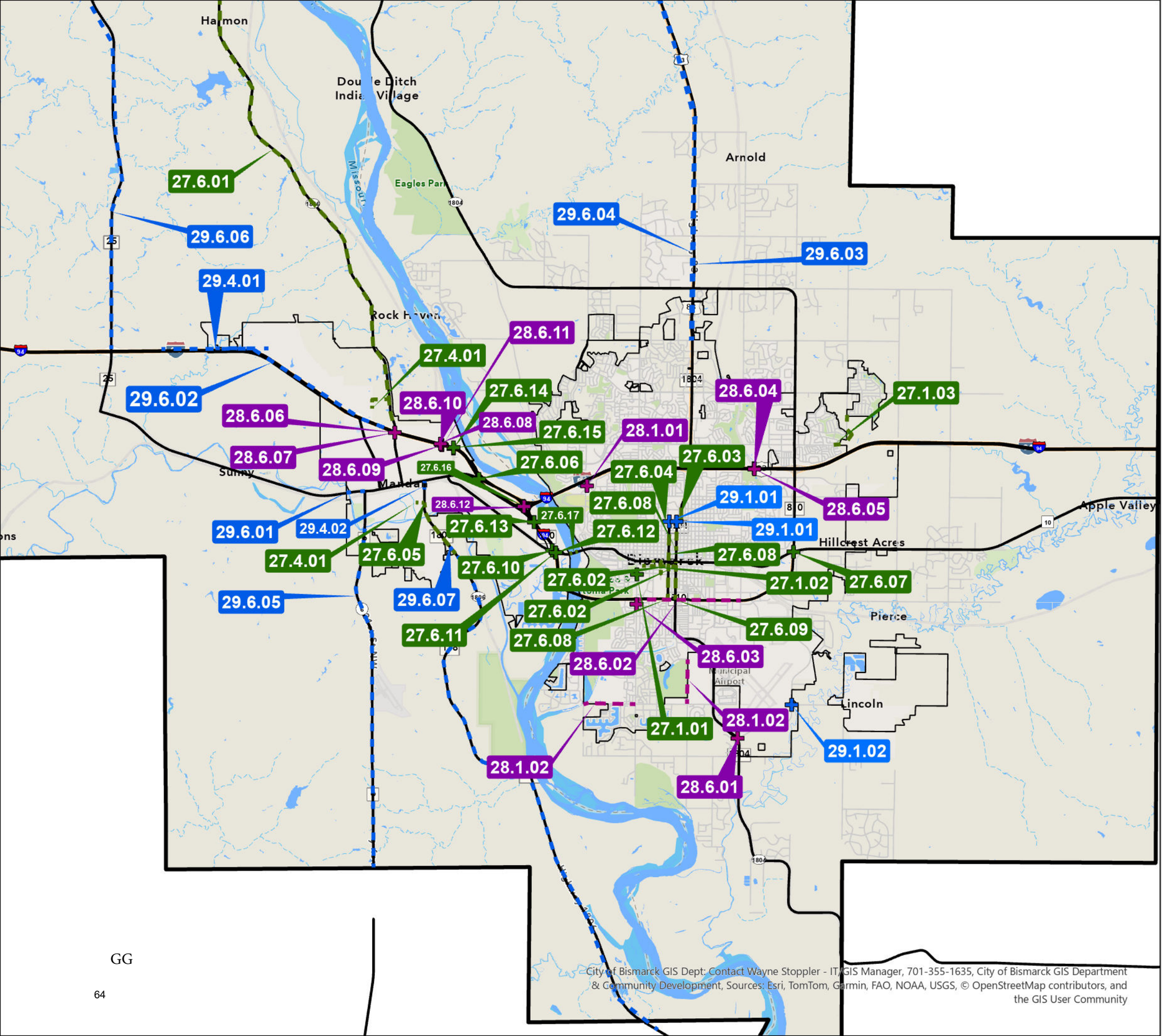

GG

Bismarck-Mandan
Metropolitan Planning Organization

2026-2029 Transportation Improvement Program (Years 2027-29)

Legend

- 2027
- 2028
- 2029
- 2027
- 2028
- 2029
- City Limits
- MPO Boundary
- Missouri River

N
W E
S

3.5 Miles

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

Map created September 2025 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

2026-2029 TIP Projects with Concentration of Populations in Poverty in MPO Area

26.6.10
RURAL – ND 1804 (Multiple Locations)
Culvert Rehab
26.6.11
RURAL - Statewide ITS (Multiple Locations)
Equipment Maintenance

Legend

YEAR
- 2026
- 2027
- 2028
- 2029
- 2026
- 2027
- 2028
- 2029
- City Limits
- MPO Boundary
- Missouri River

Population in Poverty
(Census Block)
- 0% - 5%
- 5% - 10%
- 10% - 15%
- 15%+

N
W E
S

2.5 Miles

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

Map created September 2025 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO, and US Census Data
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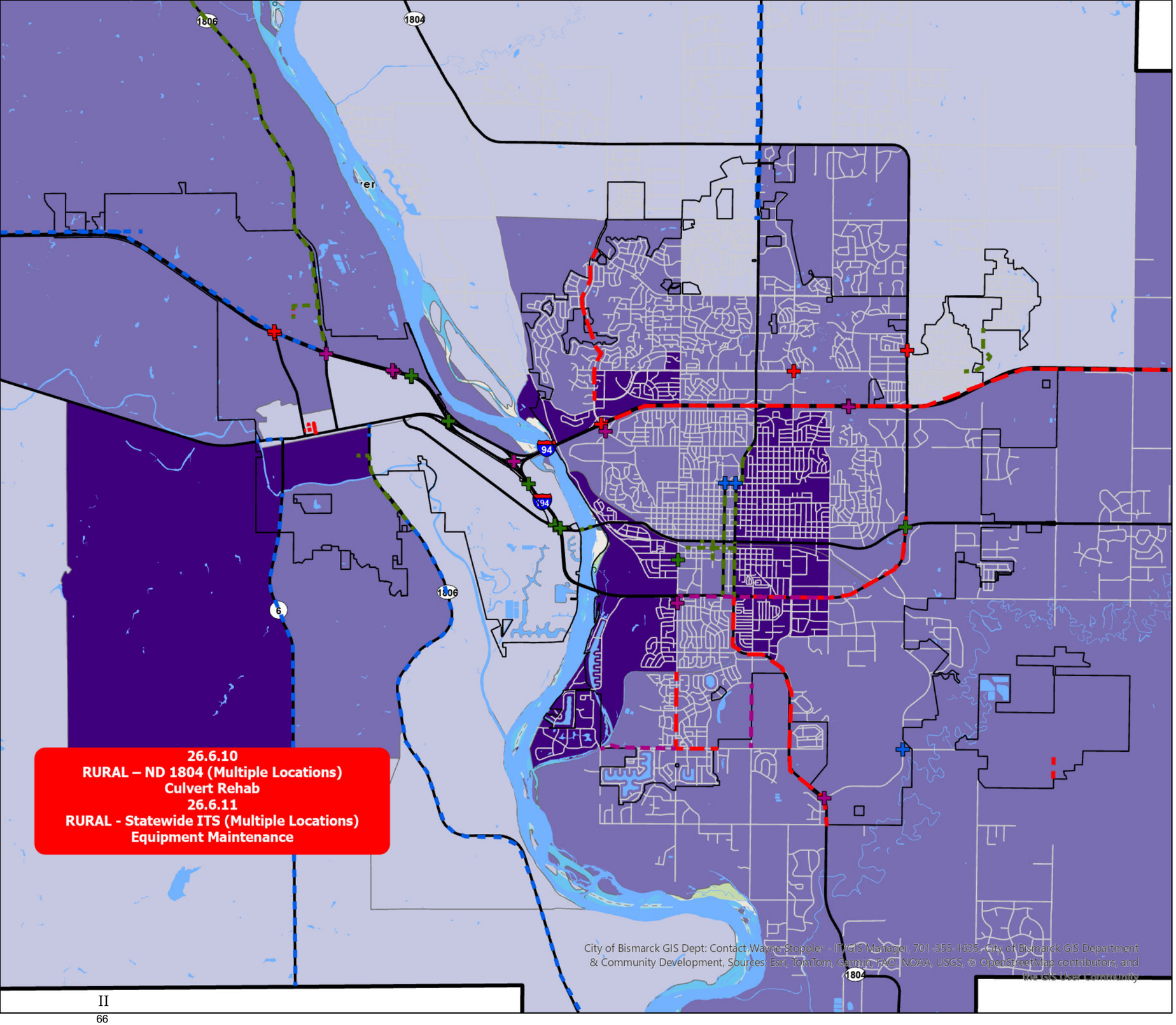
City of Bismarck GIS Dept: Contact Wayne Stoppler - IT/GIS Manager, 701-355-1635, City of Bismarck GIS Department & Community Development, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



Bismarck-Mandan
METROPOLITAN PLANNING ORGANIZATION

2026-2029 TIP Projects with Concentration of Minority Populations in MPO Area

Legend

YEAR
- 2026
- 2027
- 2028
- 2029
- 2026
- 2027
- 2028
- 2029
- City Limits
- MPO Boundary
- Missouri River

Minority Population

Custom
- 0% - 5%
- 5% - 10%
- 10% - 20%
- 20%+

N
W E
S

2.5 Miles

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

Map created September 2025 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO, and US Census Data
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PROGRESS REPORT

SRF COMMISSION NO.	16072.00
PROGRESS REPORT NO.	08
DATE	September 5, 2025

REPORTING PERIOD	August 2025
PROJECT NAME	2025 Safety Policy Study – Bismarck-Mandan Metropolitan Planning Organization
PREPARED BY	Luke Champa, SRF Consulting Group
PREPARED FOR	Kim Riepl, Executive Director, BMMPO

PROBLEMS ENCOUNTERED / ITEMS OF CONCERN

Project Progress / Concerns

We are tracking scoped schedule for Safety Policy Study delivery and TAC/Policy Board action by the end of the year. We are currently at 60%. Will continue to monitor closely.

Description of Travel/Expenses

N/A

SCHEDULE / BUDGET SUMMARY

TASK	BUDGET % COMPLETE	NOTES	STATUS
Task 1 – Project Management/Meetings	66%	• Project Management Team (PMT) Bi-weekly progress calls & coordination, as needed. • August TAC & Policy Board Meetings. • Steering Committee Follow-Up & Coordination	On Schedule
Task 2 –Data Collection	100%	• Data organization for Crash Trend Summary Memo refinements • Data organization for HIN Deep Dive Analysis	Complete
Task 3 – Action Plan Development	42%	• Draft Crash Trend Summary Memo refinements • Draft HIN Methodology & Results Memo refinements • HIN Deep Dive Analysis • Draft Demographic Analysis • Stakeholder and Focus Group Coordination • Draft Stakeholder Meeting Reports and Community Conversations Refinement	On Schedule
Task 4 –Draft and Final Report	10%	*No Activity in Billing Cycle.*	On Schedule
Expenses	34%	*No Expenses in Billing Cycle.*	
Total	**63%**		**On Schedule**
Subconsultant (ESG)	57%	No ESG Submitted with August Invoice.	On Schedule

PROGRESS REPORT

SRF COMMISSION NO.	16072.00
PROGRESS REPORT NO.	07
DATE	August 31, 2025

REPORTING PERIOD	August 2025
PROJECT NAME	2025 Safety Policy Study – Bismarck-Mandan Metropolitan Planning Organization
PREPARED BY	Jolene Rieck, Emergent Strategies Group
PREPARED FOR	Kim Riepl, Executive Director, BMMPO

PROGRESS/TOPICS OF CONCERN

Project Progress / Concerns
Freight Focus Group Meeting
Stakeholder & Focus Group Reports
Client coordination and meetings

SCHEDULE / BUDGET SUMMARY

TASK	BUDGET % COMPLETE	NOTES	STATUS
Task 1 – Project Management/Meetings	43%	• Bi-weekly progress calls & coordination	On Schedule
Task 3 – Action Plan Development	63%	• Stakeholder Interviews	On Schedule
Expenses	0%		
Total	**57%**		**On Schedule**

Bismarck-Mandan Metropolitan Planning Organization's (MPO) ITS Regional architecture update based on agreed deliverables:

1. **Hold project kickoff meeting (by 3/2025): Present RA update process, identify key regional contacts, and finalize ITS stakeholders (Completed).**
2. **Hold stakeholder small group meetings (by 5/2025): Outline steps for RA update, identify stakeholders' roles and responsibilities, and explain the data collection process for ITS inventory and activities. The PI will meet each stakeholder individually in a small group to collect this information (Completed).**
3. **Update system inventory (by 8/2025): Identify changes to systems and added projects deployed since the previous RA update (Completed).**

Update

- There will be a couple of project architectures that will be added to this version of the RA:
    a. Fiber optic cable interconnection between 7th and 9th Streets, front Front Ave to Ave C (NHU-1-083(138)900)
    b. Interconnect fiber optic cable along the roadway network along Memorial Highway, from 32nd Ave SE to 46th Ave SE (SU-CPU-1-094(223)919)

4. **Review service packages and functional requirements (by 10/2025): Update ITS service packages and incorporate potential service packages from the National ITS Reference Architecture (ARC-IT 9.3) to align them with MPO planning goals and objectives. Potential new elements in the RA will also be identified (Ongoing).**

   Following the completion of the inventory items update, the service packages will be systematically reviewed and aligned with the objectives outlined in the ARRIVE 2050 document.

Update

- Based on the last update, I have added a list of Service packages for the Bismarck-Mandan Regional Architecture at the end.
- I am conducting a comprehensive review of the information flow within the agencies, as well as with external entities, in order to identify which communications flow will undergo changes with the forthcoming update. While certain channels of information sharing will be discontinued, this does not imply that the overall service will cease to function. However, it may have implications for the extent of our capabilities. The challenges being faced in this region primarily stem from communication difficulties associated with the new cybersecurity protocol implemented with the assistance of NDIT. This initiative clearly highlights the necessity for convening a discussion group involving IT stakeholders to address these concerns and to identify a feasible and secure solution.

5. **Implement RA updates (by 11/2025): Input all relevant data into the Regional Architecture Development for Intelligent Transportation (RAD-IT) software, create RAD-IT website and RA update report (Pending).**
6. **Prepare RA update document (12/2025): Submit the draft document for review to finalize the document (Pending).**

Service Package List

SP	Service Package Name	Service Package Description	Service Package Status
DM01	ITS Data Warehouse	This service package provides access to transportation data to support transportation planning, condition and performance monitoring, safety analysis, and research. Configurations range from focused repositories that house data collected and owned by a single agency, district, private sector provider, or research institution to broad repositories that contain multimodal, multidimensional data from varied data sources covering a broader region. Both central repositories and physical distributed ITS data repositories are supported. Requests for data that are satisfied by access to a single repository in the ITS Data Warehouse service package may be parsed by the local repository and dynamically translated to requests to other repositories that relay the data necessary to satisfy the request. The repositories could include a data registry capability that allows registration of data identifiers or data definitions for interoperable use throughout a region.	Existing
DM02	Performance Monitoring	The Performance Monitoring service package uses information collected from detectors and sensors, connected vehicles, and operational data feeds from centers to support performance monitoring and other uses of historical data including transportation planning, condition monitoring, safety analyses, and research. The information may be probe data information obtained from vehicles in the network to determine network performance measures such as speed and travel times, or it may be information collected from the vehicles and processed by the infrastructure, e.g. environmental data and infrastructure conditions monitoring data. Additional data are collected including accident data, road condition data, road closures and other operational decisions to provide context for measured transportation performance and additional safety and mobility-related measures. More complex performance measures may be derived from the collected data.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
MC01	Maintenance and Construction Vehicle and Equipment Tracking	This service package tracks the location of maintenance and construction vehicles and other equipment to ascertain the progress of their activities. Checks can include ensuring the correct roads are being plowed and work activity is being performed at the correct locations.	Existing
MC02	Maintenance and Construction Vehicle Maintenance	This service package performs vehicle maintenance scheduling and manages both routine and corrective maintenance activities on vehicles and other maintenance and construction equipment. It includes on-board sensors capable of automatically performing diagnostics for maintenance and construction vehicles, and the systems that collect this diagnostic information and use it to schedule and manage vehicle and equipment maintenance.	Existing
MC04	Winter Maintenance	This service package supports winter road maintenance including snow plow operations, roadway treatments (e.g., salt spraying and other anti-icing material applications), and other snow and ice control activities. This package monitors environmental conditions and weather forecasts and uses the information to schedule winter maintenance activities, determine the appropriate snow and ice control response, and track and manage response operations.	Existing
MC05	Roadway Maintenance and Construction	This service package supports numerous services for scheduled and unscheduled maintenance and construction on a roadway system or right-of-way. Maintenance services include landscape maintenance, hazard removal (roadway debris, dead animals), routine maintenance activities (roadway cleaning, grass cutting), and repair and maintenance of both ITS and non-ITS equipment on the roadway (e.g., signs, traffic controllers, traffic detectors, dynamic message signs, traffic signals, CCTV, etc.). Environmental conditions information is also received from various weather sources to aid in scheduling maintenance and construction activities.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
MC06	Work Zone Management	This service package manages work zones, controlling traffic in areas of the roadway where maintenance, construction, and utility work activities are underway. Traffic conditions are monitored using CCTV cameras and controlled using dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers. Work zone information is coordinated with other groups (e.g., TIC, traffic management, other maintenance and construction centers). Work zone speeds and delays are provided to the motorist prior to the work zones. This service package provides control of field equipment in all maintenance and construction areas, including fixed, portable, and truck-mounted devices supporting both stationary and mobile work zones.	Existing
PS01	Emergency Call-Taking and Dispatch	This service package provides basic public safety call-taking and dispatch services. It includes emergency vehicle equipment, equipment used to receive and route emergency calls, and wireless communications that enable safe and rapid deployment of appropriate resources to an emergency. Coordination between Emergency Management Centers supports emergency notification between agencies. Wide area wireless communications between the Emergency Management Center and an Emergency Vehicle supports dispatch and provision of information to responding personnel. This service package also provides information to support dynamic routing of emergency vehicles. Traffic information, road conditions, and weather advisories are provided to enhance emergency vehicle routing. The Emergency Management Center provides routing information based on real-time conditions and has the option to request an ingress/egress route from the Traffic Management Center.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
PS02	Emergency Response	This service package supports emergency/ incident response by personnel in the field. It includes emergency vehicle equipment used to provide response status as well as video or images from either the vehicle or from emergency personnel in the field. Wide area wireless communications between the Emergency Management Center, Emergency Personnel and Emergency Vehicles supports a sharing of emergency response information. The service package also includes tactical decision support, resource coordination, and communications integration for Incident Commands that are established by first responders at or near the incident scene to support local management of an incident, including the functions and interfaces commonly supported by a mobile command center.	Future
PS03	Emergency Vehicle Preemption	This service package provides signal preemption for public safety first responder vehicles. Both traditional signal preemption systems and new systems based on connected vehicle technology are covered. In more advanced systems, movement of public safety vehicles through the intersection can be facilitated by clearing queues and holding conflicting phases. In addition, this SP also covers the transition back to normal traffic signal operations after providing emergency vehicle preemption.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
PS10	Wide-Area Alert	This service package uses ITS driver and traveler information systems to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property. The alert includes information and instructions for transportation system operators and the traveling public, improving public safety and enlisting the public's help in some scenarios. The ITS technologies will supplement and support other emergency and homeland security alert systems such as the Emergency Alert System (EAS). When an emergency situation is reported and verified and the terms and conditions for system activation are satisfied, a designated agency broadcasts emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems. The ITS systems, in turn, provide the alert information to transportation system operators and the traveling public using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information websites.	Existing

PS12	Disaster Response and Recovery	This service package enhances the ability of the surface transportation system to respond to and recover from disasters. It addresses the most severe incidents that require an extraordinary response from outside the local community. All types of disasters are addressed including natural disasters (hurricanes, earthquakes, floods, winter storms, tsunamis, etc.) and technological and man-made disasters (hazardous materials incidents, nuclear power plant accidents, and national security emergencies such as nuclear, chemical, biological, and radiological weapons attacks).The service package supports coordination of emergency response plans, including general plans developed before a disaster as well as specific tactical plans with short time horizon that are developed as part of a disaster response. The service package provides enhanced access to the scene for response personnel and resources, provides better information about the transportation system in the vicinity of the disaster, and maintains situation awareness regarding the disaster itself. In addition, this service package tracks and coordinates the transportation resources - the transportation professionals, equipment, and materials - that constitute a portion of the disaster response.The service package identifies the key points of integration between transportation systems and the public safety, emergency management, public health, and other allied organizations that form the overall disaster response. In this service package, the Emergency Management Center represents the federal, regional, state, and local Emergency Operations Centers and the Incident Commands that are established to respond to the disaster. The interface between the Emergency Management Center and the other centers provides situation awareness and resource coordination among transportation and other allied response agencies. In its role, traffic management implements special traffic control strategies and detours and restrictions to effectively manage traffic in and around the disaster. Maintenance and construction provides damage assessment of road network facilities and manages service restoration. Transit management provides a similar assessment of status for transit facilities and modifies transit operations to meet the special demands of the disaster. As immediate public safety concerns are	Future

SP	Service Package Name	Service Package Description	Service Package Status
		addressed and disaster response transitions into recovery, this service package supports transition back to normal transportation system operation, recovering resources, managing on-going transportation facility repair, supporting data collection and revised plan coordination, and other recovery activities. This service package builds on the basic traffic incident response service that is provided by TM08, the Traffic Incident Management service package. This service package addresses the additional complexities and coordination requirements that are associated with the most severe incidents that warrant an extraordinary response from outside the local jurisdictions and require special measures such as the activation of one or more emergency operations centers. Many users of ARC-IT will want to consider both TM08 and this service package since every region is concerned with both day-to-day management of traffic-related incidents and occasional management of disasters that require extraordinary response. Disaster Response and Recovery is also supported by PS14, the "Disaster Traveler Information" service package that keeps the public informed during a disaster response. See that service package for more information.	

SP	Service Package Name	Service Package Description	Service Package Status
PS13	Evacuation and Reentry Management	This service package supports evacuation of the general public from a disaster area and manages subsequent reentry to the disaster area. The service package addresses evacuations for all types of disasters, including disasters like hurricanes that are anticipated and occur slowly, allowing a well-planned orderly evacuation, as well as disasters like terrorist acts that occur rapidly, without warning, and allow little or no time for preparation or public warning.This service package supports coordination of evacuation plans among the federal, state, and local transportation, emergency, and law enforcement agencies that may be involved in a large-scale evacuation. All affected jurisdictions (e.g., states and counties) at the evacuation origin, evacuation destination, and along the evacuation route are informed of the plan. Information is shared with traffic management agencies to implement special traffic control strategies and to control evacuation traffic, including traffic on local streets and arterials as well as the major evacuation routes. Reversible lanes, shoulder use, closures, special signal control strategies, and other special strategies may be implemented to maximize capacity along the evacuation routes. Transit resources play an important role in an evacuation, removing many people from an evacuated area while making efficient use of limited capacity. Additional shared transit resources may be added and managed in evacuation scenarios. Resource requirements are forecast based on the evacuation plans, and the necessary resources are located, shared between agencies if necessary, and deployed at the right locations at the appropriate times. Evacuations are also supported by PS14, the "Disaster Traveler Information" service package, which keeps the public informed during evacuations. See that service package for more information.	Future

SP	Service Package Name	Service Package Description	Service Package Status
PT01	Transit Vehicle Tracking	This service package monitors current transit vehicle location using an Automated Vehicle Location System. The location data may be used to determine real time schedule adherence and update the transit system's schedule in real-time.	Existing
PT02	Transit Fixed-Route Operations	This service package performs automated dispatch and system monitoring for fixed-route and flexible-route transit services. This service performs scheduling activities including the creation of schedules, blocks and runs, as well as operator assignment. This service monitors the transit vehicle trip performance against the schedule and provides information displays at the Transit Management Center.	Existing
PT03	Dynamic Transit Operations	The Dynamic Transit Operations service package allows travelers to request trips and obtain itineraries using a personal device such as a smart phone, tablet, or personal computer. The trips and itineraries cover multiple transportation services (public transportation modes, private transportation services, shared-ride, walking and biking). This service package builds on existing technology systems such as computer-aided dispatch/ automated vehicle location (CAD/AVL) systems and automated scheduling software, providing a coordination function within and between transit providers that would dynamically schedule and dispatch or modify the route of an in-service vehicle by matching compatible trips together. TI06 covers other shared use transportation options.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
PT04	Transit Fare Collection Management	This service package manages transit fare collection on-board transit vehicles and at transit stops/stations using electronic means. It allows transit users to use a traveler card or other electronic payment device such as a smart phone. Readers located either in the infrastructure or on-board the transit vehicles enable electronic fare payment. Data is processed, stored, and displayed on the transit vehicle and communicated as needed to the Transit Management Center. This service supports ad-hoc payments to the transport provider (typically through the 'payment' and 'fare' flows), payments using a transport provider's account system using account-based tokens or integrated multi-provider account systems (typically through the 'account', 'secureID' and 'authorization' flows).	Existing

SP	Service Package Name	Service Package Description	Service Package Status
PT05	Transit Security	This service package provides for the physical security of transit passengers and transit vehicle operators. On-board equipment performs surveillance and sensor monitoring in order to identify potentially hazardous situations. The surveillance equipment includes video (e.g., CCTV cameras), audio systems and/or event recorder systems. The sensor equipment includes threat sensors (e.g., chemical agent, toxic industrial chemical, biological, explosives, and radiological sensors) and object detection sensors (e.g., metal detectors). Transit user or transit vehicle operator activated alarms are provided on-board. Public areas (e.g., transit stops, park and ride lots, stations) are also monitored with similar surveillance and sensor equipment and provided with transit user activated alarms. In addition this service package provides surveillance and sensor monitoring of non-public areas of transit facilities (e.g., transit yards) and transit infrastructure such as bridges, tunnels, and transit railways or bus rapid transit (BRT) guideways. The surveillance equipment includes video and/or audio systems. The sensor equipment includes threat sensors and object detection sensors as described above as well as, intrusion or motion detection sensors and infrastructure integrity monitoring (e.g., rail track continuity checking or bridge structural integrity monitoring).Most of the surveillance and sensor data that is collected by this service package may be monitored by either the Emergency Management Center or the Transit Management Center, providing two possible approaches to implementing this service package. This service package also supports remote transit vehicle disabling and transit vehicle operator authentication by the Transit Management Center.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
PT06	Transit Fleet Management	This service package supports automatic transit maintenance scheduling and monitoring. On-board condition sensors monitor system status and transmit critical status information to the Transit Management Center. The Transit Management Center processes this data and schedules preventative and corrective maintenance. The service package also supports the day to day management of the transit fleet inventory, including the assignment of specific transit vehicles to blocks and the assignment of transit vehicle operators to runs.	Existing
PT07	Transit Passenger Counting	This service package counts the number of passengers entering and exiting a transit vehicle using sensors mounted on the vehicle and communicates the collected passenger data back to the management center. The collected data can be used to calculate reliable ridership figures and measure passenger load information at particular stops/stations.	Planned
PT08	Transit Traveler Information	This service package provides transit users at transit stops/stations and on-board transit vehicles with ready access to transit information. The information services include transit stop/station annunciation, imminent arrival signs, and real-time transit schedule displays that are of general interest to transit users. Systems that provide custom transit trip itineraries and other tailored transit information services are also represented by this service package.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
PT09	Transit Signal Priority	The Transit Signal Priority service package allows a transit vehicle to request priority at one or a series of intersections. The request can be made via short range communications from the transit vehicle or using track circuits or other rail infrastructure for light rail transit implementations. The service package provides feedback to the transit vehicle operator indicating whether the signal priority has been granted or not. It supports transit-specific signal indicators that can be used to exclusively give right-of-way to transit vehicles, not other road users at the intersection. This service package can contribute to improved operating performance of the transit vehicles by reducing the time spent stopped at a red light.	Future
PT16	Route ID for the Visually Impaired	This service package assists visually impaired travelers to identify the appropriate transit vehicle and route to their intended destination. It provides information from transit stop/station infrastructure to visually impaired travelers portable devices that can be converted to audible information regarding the appropriate transit vehicle and route. It also allows the visually impaired traveler to query the portable device to identify route options.	Existing
TM01	Infrastructure-Based Traffic Surveillance	This service package includes traffic detectors, other surveillance equipment, the supporting field equipment, and Center to Field communications to transmit the collected data back to the Traffic Management Center. The derived data can be used locally such as when traffic detectors are connected directly to a signal control system or remotely (e.g., when a CCTV system sends data back to the Traffic Management Center). The data generated by this service package enables traffic managers to monitor traffic and road conditions, identify and verify incidents, detect faults in indicator operations, and collect census data for traffic strategy development and long range planning. The collected data can also be analyzed and made available to users and the Traveler Information Center physical object.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
TM03	City of Bismarck Traffic Signal Control	--Instance of TM03-- This service package provides the central control and monitoring equipment, communication links, and the signal control equipment that support traffic control at signalized intersections. A range of traffic signal control systems are represented by this service package ranging from fixed-schedule control systems to fully traffic responsive systems that dynamically adjust control plans and strategies based on current traffic conditions and priority requests. This service package is generally an intra-jurisdictional package. Systems that achieve coordination across jurisdictions by using a common time base or other strategies that do not require real time coordination would also be represented by this package. Coordination of traffic signal systems using real-time communications is covered in the TM07-Regional Traffic Management service package. This service package is consistent with typical traffic signal control systems.	Existing
TM03	City of Mandan Traffic Signal Control	--Instance of TM03-- This service package provides the central control and monitoring equipment, communication links, and the signal control equipment that support traffic control at signalized intersections. A range of traffic signal control systems are represented by this service package ranging from fixed-schedule control systems to fully traffic responsive systems that dynamically adjust control plans and strategies based on current traffic conditions and priority requests. This service package is generally an intra-jurisdictional package. Systems that achieve coordination across jurisdictions by using a common time base or other strategies that do not require real time coordination would also be represented by this package. Coordination of traffic signal systems using real-time communications is covered in the TM07-Regional Traffic Management service package. This service package is consistent with typical traffic signal control systems.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
TM03	Traffic Signal Control	This service package provides the central control and monitoring equipment, communication links, and the signal control equipment that support traffic control at signalized intersections. A range of traffic signal control systems are represented by this service package ranging from fixed-schedule control systems to fully traffic responsive systems that dynamically adjust control plans and strategies based on current traffic conditions and priority requests. This service package is generally an intra-jurisdictional package. Systems that achieve coordination across jurisdictions by using a common time base or other strategies that do not require real time coordination would also be represented by this package. Coordination of traffic signal systems using real-time communications is covered in the TM07-Regional Traffic Management service package. This service package is consistent with typical traffic signal control systems.	Existing
TM06	Traffic Information Dissemination	This service package provides driver information using roadway equipment such as dynamic message signs or highway advisory radio. A wide range of information can be disseminated including traffic and road conditions, closure and detour information, travel restrictions, incident information, and emergency alerts and driver advisories. This package provides information to drivers at specific equipped locations on the road network. Careful placement of the roadway equipment provides the information at points in the network where the drivers have recourse and can tailor their routes to account for the new information. This package also covers the equipment and interfaces that provide traffic information from a traffic management center to the media (for instance via a direct tie-in between a traffic management center and radio or television station computer systems), Transit Management, Emergency Management, and Transportation Information Centers. A link to the Maintenance and Construction Management Center allows real time information on road/bridge closures and restrictions due to maintenance and construction activities to be disseminated.	Planned

SP	Service Package Name	Service Package Description	Service Package Status
TM07	Regional Traffic Management	This service package provides for the sharing of information and control among traffic management centers to support regional traffic management strategies. Regional traffic management strategies that are supported include inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. This service package advances the TM03-Traffic Signal Control and TM05-Traffic Metering service packages by adding the communications links and integrated control strategies that enable integrated, interjurisdictional traffic management. The nature of optimization and extent of information and control sharing is determined through working arrangements between jurisdictions. This package relies principally on roadside instrumentation supported by the Traffic Signal Control and Traffic Metering service packages and adds hardware, software, and fixed-point communications capabilities to implement traffic management strategies that are coordinated between allied traffic management centers. Several levels of coordination are supported from sharing of information through sharing of device control between traffic management centers.	Future

SP	Service Package Name	Service Package Description	Service Package Status
TM08	Traffic Incident Management System	This service package manages both unexpected incidents and planned events so that the impact to the transportation network and traveler safety is minimized. The service package includes incident detection capabilities through roadside surveillance devices (e.g. CCTV) and through regional coordination with other traffic management, maintenance and construction management and emergency management centers as well as rail operations and event promoters. Information from these diverse sources is collected and correlated by this service package to detect and verify incidents and implement an appropriate response. This service package supports traffic operations personnel in developing an appropriate response in coordination with emergency management, maintenance and construction management, and other incident response personnel to confirmed incidents. The response may include traffic control strategy modifications or resource coordination between centers. Incident response also includes presentation of information to affected travelers using the Traffic Information Dissemination service package and dissemination of incident information to travelers through the Broadcast Traveler Information or Interactive Traveler Information service packages. The roadside equipment used to detect and verify incidents also allows the operator to monitor incident status as the response unfolds. The coordination with emergency management might be through a CAD system or through other communication with emergency personnel. The coordination can also extend to tow trucks and other allied response agencies and field service personnel. This service package is closely related with the Public Safety service packages, which focus on services that support first responders. In particular, local management of the incident using an incident command system is covered by PS02.	Planned

SP	Service Package Name	Service Package Description	Service Package Status
TM13	Standard Railroad Grade Crossing	This service package manages highway traffic at highway-rail intersections (HRIs) where operational requirements do not dictate more advanced features (e.g., where rail operational speeds are less than 80 miles per hour). Both passive (e.g., the crossbuck sign) and active warning systems (e.g., flashing lights and gates) are supported. (Note that passive systems exercise only the single interface between the ITS Roadway Equipment and the Driver in the physical view.) These traditional HRI warning systems may also be augmented with other standard traffic management devices. The warning systems are activated on notification of an approaching train by interfaced wayside equipment. The equipment at the HRI may also be interconnected with adjacent signalized intersections so that local control can be adapted to highway-rail intersection activities. Health monitoring of the HRI equipment and interfaces is performed; detected abnormalities are reported to both highway and railroad officials through wayside interfaces and interfaces to the Traffic Management Center.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
TM17	Speed Warning and Enforcement	This service package monitors vehicle speeds and supports warning drivers when their speed is excessive. Also the service includes notifications to an enforcement agency to enforce the speed limit of the roadway. Speed monitoring can be made via spot speed or average speed measurements. Roadside equipment can display the speed of passing vehicles and/or suggest a safe driving speed. Environmental conditions and vehicle characteristics may be monitored and factored into the safe speed advisories that are provided to the motorist. For example, warnings can be generated recognizing the limitations of a given vehicle for the geometry of the roadway such as rollover risk for tall vehicles. This service focuses on monitoring of vehicle speeds and enforcement of the speed limit while the variable speed limits service (covered in TM20-Variable Speed Limits service package) focuses on varying the posted speed limits to create more uniform speeds along a roadway, to promote safer driving during adverse conditions (such as fog) and/or to reduce air pollution.	Existing

SP	Service Package Name	Service Package Description	Service Package Status
WX01	Weather Data Collection	This service package collects current road and weather conditions using data collected from environmental sensors deployed on and about the roadway. It also collects data from vehicles in the road network that can be used to directly measure or infer current environmental conditions. It leverages vehicle on-board systems that measure temperature, sense current weather conditions (rain and sun sensors) and also can monitor aspects of the vehicle operational status (e.g., use of headlights, wipers, and traction control system) to gather information about local environmental conditions. In addition, environmental sensor systems located on Maintenance and Construction Vehicles are also potential data sources. The collected environmental data is used by the Weather Information Processing and Distribution service package to process the information and make decisions on operations. The collected environmental data may be aggregated, combined with data attributes and sent to meteorological systems for data qualification and further data consolidation. The service package may also request and receive qualified data sets from meteorological systems.	Future

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Progress Report

Date:	Tuesday, September 02, 2025
Project:	Bismarck-Mandan MPO – Monitoring Report Update
To:	Stephen Larson
From:	Jeremy Williams
Subject:	Progress Report for July 27, 2025 to August 30, 2025

Please note that this progress report summarizes the work completed during the period above.

Completed This Period

Task 1 – Project Management

- Conducted bi-weekly coordination calls.
- Completed monthly invoicing, budget tracking, and progress reporting.

Task 2 – Review and Update Performance Measures

- N/A

Task 3. Data Collection and Analysis

- Continued investigation of special data sources, tabular summary of potential data products
- Completed pull of data that will be used for the Monitoring Report Update

Task 4. Documentation

- Continued development of draft of Monitoring Report Update

Task 5. Training

- N/A

Services Anticipated Next Period

Task 1 – Project Management

- Continue bi-weekly coordination calls
- Continue internal project management tracking, and monthly invoices / progress reports.

Task 2 – Review and Update Performance Measures

- N/A

Task 3. Data Collection and Analysis

- Complete investigation and tabular summary of potential data products

Task 4. Documentation

- Finalize initial draft Monitoring Report

Task 5. Training

- N/A

Information Consultant Needs from MPO

PERCENT SERVICES COMPLETE TO DATE BY TASK

Task		Previous Invoice Period Percentage Complete	This Invoice Period Percentage Complete
1	Project Management	50%	60%
2	Review and Update Performance Measures	100%	100%
3	Data Collection and Analysis	15%	75%
4	Documentation	10%	45%
5	Training	0%	0%
Total		25%	50%

Bismarck-Mandan MPO

TIP 2025-2028 Administrative Modification

Project Year(s) 2025; 2027

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Multiple	6 2025 projects moved back to 2027	Multiple Projects	Multiple Projects	Multiple Projects	Multiple Projects	Multiple Projects

Project Description:	These modifications are to move six projects that were moved to FY 2025 last month back to FY 2027. Details of these projects are cited in the Program of Projects pages included with this form.
Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:	These projects are currently in the TIP and are therefore consistent with the Arrive 2050 MTP.

Bismarck-Mandan MPO Policy Board informed of Administrative Modification at the _____ meeting.
(date)

PROJECT FUNDING YEAR 2025
ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	25.1.A	Safety - Bismarck 19th St and Century Ave (19th St and Century Ave Intersection east/west and north/south turn lanes) (Reconstruct the east/west and north/south turn lanes to remove the existing negative offset, signal work)	$14,333,525	$1,160,152	$0	$273,373 (Bismarck)	HEU	23645	NA	Modification Moved to 2025 (AUGUST 2025 REDISTRIBUTION)
BISMARCK	25.1.B	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Centennial Rd and Jericho Rd) (Install RRFB)	$234,620	$189,878	$0	$44,742 (Bismarck)	HEU	23644	NA	Modification Moved to 2025 (AUGUST 2025 REDISTRIBUTION)
BISMARCK	25.1.C	*Urban Roads - Bismarck S Washington St (Burleigh Ave to drainage ditch, and Burleigh Ave from S Washington St to Boston Dr) (Widening from 2 to 3 lanes, Reconstruction)	$18,510,930	$4,500,000	$0	$14,010,930 (Bismarck)	NHU	23859	2024	Modification Moved to 2025 (AUGUST 2025 REDISTRIBUTION)
~~BISMARCK~~	~~25.1.D~~	~~*Urban Grants Project - Bismarck Front Ave, 3rd St, and 5th St~~ ~~(Front Ave from Mandan St to 9th St, 3rd St from Front Ave to Main Ave, 5th St from Bowen Ave to Main Ave)~~ ~~(Mill & Overlay, curb, gutter, & sidewalk repairs, ADA ramps, pavement markings, LED lighting, street trees, bike racks, traffic signal improvements, signing, curb extensions, & bus shelter pads)~~	~~$3,056,000~~	~~$1,610,000~~	~~$0~~	~~$1,446,000 (Bismarck)~~	~~UGP~~	~~24127~~	~~NA~~	Moved to 2025 in August Moved back to 2027 in September
MANDAN	25.4.A	Urban Regional - Mandan ND 1806 (ND 1806/6th Ave NE Railroad Underpass) (Preliminary Engineering for FY29 Drainage Improvements Project)	$500,000	$404,650	$45,350	$50,000 (Mandan)	SU	24438	NA	Amendment New Project (AUGUST 2025 REDISTRIBUTION)
NDDOT	25.6.A	Urban Regional - Bismarck Expressway (Main Ave to end of asphalt) (Microsurfacing, pavement marking)	$129,611	$104,894	$11,756	$12,961 (Bismarck)	NHU	24403	NA	Modification Moved to 2025 (AUGUST 2025 REDISTRIBUTION)
NDDOT	25.6.B	Urban Regional - Bismarck Expressway (12th St to Main Ave) (Microsurfacing, pavement marking)	$1,492,938	$1,208,235	$135,409	$149,294 (Bismarck)	NHU	24404	NA	Modification Moved to 2025 (AUGUST 2025 REDISTRIBUTION)
NDDOT	25.6.C	Urban Regional - Bismarck ND 1804 (Bismarck Expressway to 48th Ave SE) (Microsurfacing, pavement marking)	$2,173,510	$1,759,021	$197,137	$217,352 (Bismarck)	NHU	24405	NA	Modification Moved to 2025 (AUGUST 2025 REDISTRIBUTION)
~~NDDOT~~	~~25.6.D~~	~~Urban Regional - Bismarck 7th St/ 9th St~~ ~~(7th St from Broadway Ave to Front Ave, 9th St from Main Ave to Front Ave)~~ ~~(CPR, Grinding, Curb Ramps)~~	~~$1,674,952~~	~~$1,355,539~~	~~$151,918~~	~~$167,495 (Bismarck)~~	~~NHU~~	~~23743~~	~~NA~~	Moved to 2025 in August Moved back to 2027 in September
~~NDDOT~~	~~25.6.E~~	~~Urban Regional - Bismarck State St (tied to 27.6.04)~~ ~~(7th St to Divide Ave)~~ ~~(CPR, Grinding, Curb Ramps)~~	~~$1,485,702~~	~~$1,202,379~~	~~$114,725~~	~~$168,598 (Bismarck)~~	~~NHU-SU~~	~~23742~~	~~NA~~	Moved to 2025 in August Moved back to 2027 in September
~~NDDOT~~	~~25.6.F~~	~~Urban Roads - Bismarck Boulevard Ave (tied to 27.6.03)~~ ~~(6th St to 7th St)~~ ~~(CPR, Grinding, Curb Ramps)~~	~~$329,852~~	~~$266,949~~	~~$0~~	~~$62,903 (Bismarck)~~	~~SU~~	~~23747~~	~~NA~~	Moved to 2025 in August Moved back to 2027 in September
~~NDDOT~~	~~25.6.G~~	~~Urban Regional - Mandan ND 1806~~ ~~(3rd St SE to 19th St SE)~~ ~~(Mill & Overlay)~~	~~$2,187,846~~	~~$1,770,623~~	~~$198,438~~	~~$218,785~~	~~NHU~~	~~24230~~	~~NA~~	Moved to 2025 in August Moved back to 2027 in September
~~NDDOT~~	~~25.6.H~~	~~Urban Regional - Bismarck 9th St~~ ~~(Bismarck Expressway to Front Ave)~~ ~~(Microsurfacing, pavement marking)~~	~~$163,213~~	~~$132,088~~	~~$14,803~~	~~$16,322 (Bismarck)~~	~~NHU~~	~~24402~~	~~NA~~	Moved to 2025 in August Moved back to 2027 in September

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

^Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2025
ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	25.1.01	*Projects of Local Importance (PLI) - Bismarck E Century Ave/52nd St NE (E Century Ave from Centennial Rd to 52nd St NE and 52nd St NE from E Century Ave to Gold Dr) (Reconstruction of 3,300 LF of Century Ave and extension of 4,400 LF of Century Ave and 52nd St)	$27,907,000	$0	$2,000,000	$25,907,000	NA		2025	
BURLEIGH	25.2.01	Transportation Alternatives - Bismarck S Washington St Trail (Meridian Dr to Sibley Park) (Shared Use Trail Extension)	$413,622	$334,744	$0	$78,878 (Bis Parks & Rec for Burleigh)	TAU	23910	2025	
~~BURLEIGH~~	~~25.2.02~~	~~MPO Rural - Highway 10~~ ~~(From 66th St NE to US 83)~~ ~~(Seal Coat)~~	~~$760,000~~	~~$608,000~~	~~$0~~	~~$152,000~~	~~SC~~	~~24164~~	~~NA~~	Modification Moved to 2024 (SEPTEMBER 2024)
~~MANDAN~~	~~25.4.03~~	~~Urban Grants Project - Mandan Downtown (Phase 1)~~ ~~(1st St NW from 6th Ave NW to 4th Ave NW, 5th Ave NW from 1st ST NW to 2nd St NW, & 4th Ave NW from Main St to 2nd St NW)~~ ~~(Reconstruction, with beautification elements, storm sewer, sidewalks, and LED lighting)~~	~~$4,461,410~~	~~$2,356,000~~	~~$0~~	~~$2,105,410~~ ~~(Mandan)~~	~~UGP~~	~~24136~~	~~NA~~	Modification Moved to 2026 (JULY 2025)
MANDAN	25.4.04	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Custer Elementary, Lewis & Clark Elementary, Mary Stark Elementary, and 46th Ave SE Crossing) (Install RRFB at 4 locations, recommended by School Safety Crossing Study)	~~$140,000~~ $319,279	~~$126,000~~ $287,351	$0	~~$14,000~~ $31,928 (Mandan)	HEU	24054	NA	Amendment Cost increase (DECEMBER 2024)
MANDAN	25.4.05	Transportation Alternatives - Mandan ND 6 Share Use Trail Phase 3 (ND 6 shared use trail from 19th St SE to Heart River Bridge) (Construction of new shared use trail on east side of ND 6)	$514,499	$416,384	$0	$98,115 (Mandan Parks)	TAU	23922	2025	
MANDAN	25.4.06	Transportation Alternatives - Mandan Old Red Trail Phase 1 (Old Red Trail shared use path, from Sunset Dr to east of 30th Ave NW) (Rehab and municipal improvements for existing trail)	$451,565	$365,452	$0	$86,113 (Mandan Parks)	TAU	23914	2025	Modification Moved from 2024 (FEBRUARY 2025)
NDDOT	25.6.09	MPO Rural - I-94 (East of 161 Interchange to east of Menoken Interchange, eastbound) (9.8 mi Fencing, PCC Pave, related to 26.6.05)	$34,745,057	$31,270,551	$3,474,506	$0 (Burleigh)	IM	22957	NA	Modification Moved from 2024 (FEBRUARY 2025)
~~NDDOT~~	~~25.6.15~~	~~^Urban Regional - I-94B Bismarck/Mandan Memorial Bridge~~ ~~(.1 miles, Memorial Bridge)~~ ~~(Clean drains & glands, Clean Tubs, Pigeon Proof Utility Passages, Add Tub drains, steps for access)~~	~~$150,000~~	~~$121,395~~	~~$13,605~~	~~$15,000~~ ~~Bismarck/Mandan~~	~~NHU~~	~~22902~~	~~NA~~	Modification Moved to 2026, combined w 25.6.16 (JULY 2025)
~~NDDOT~~	~~25.6.16~~	~~Bridge - I-94B~~ ~~(Memorial Bridge between Bismarck and Mandan)~~ ~~(Deck Overlay, Structure Paint, Joint Repair, Structural Incidentals, Rdwy Expansion, Surface Finish, etc)~~	~~$6,500,000~~	~~$5,260,450~~	~~$589,550~~	~~$650,000~~ ~~Bismarck/Mandan~~	~~NH~~	~~22902~~	~~NA~~	Modification Moved to 2026 (JULY 2025)
NDDOT	25.6.17	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (3.3 miles, Reconstruction, Sanitary Sewer, Watermain)	~~$55,391,063~~ $71,313,678	~~$35,985,798~~ $34,981,039	~~$4,033,006~~ $20,647,185	~~$15,372,259~~ $15,685,455 (Mandan)	SU-CPU	23278	NA	Amendment Cost Increase (AUGUST 2025)
~~NDDOT~~	~~25.6.18~~	~~Urban Regional - Bismarck 9th St~~ ~~(Bismarck Expressway to Front Ave)~~ ~~(Microsurfacing, pavement marking)~~	~~$231,000~~	~~$186,948~~	~~$20,952~~	~~$23,100~~ ~~(Bismarck)~~	~~NHU~~	~~24402~~	~~NA~~	Modification Moved to 2026 (MARCH 2025)
~~NDDOT~~	~~25.6.19~~	~~Urban Regional - Bismarck Expressway~~ ~~(Main Ave to end of asphalt)~~ ~~(Microsurfacing, pavement marking)~~	~~$66,000~~	~~$53,000~~	~~$6,000~~	~~$7,000~~ ~~(Bismarck)~~	~~NHU~~	~~24403~~	~~NA~~	Modification Moved to 2026 (MARCH 2025)
~~NDDOT~~	~~25.6.20~~	~~Urban Regional - Bismarck Expressway~~ ~~(Washington St to Main Ave)~~ ~~(Microsurfacing, pavement marking)~~	~~$1,750,000~~	~~$1,416,275~~	~~$158,725~~	~~$175,000~~ ~~(Bismarck)~~	~~NHU~~	~~24404~~	~~NA~~	Modification Moved to 2026 (MARCH 2025)
~~NDDOT~~	~~25.6.21~~	~~Urban Regional - Bismarck ND 1804~~ ~~(Bismarck Expressway to 48th Ave SE)~~ ~~(Microsurfacing, pavement marking)~~	~~$1,557,903~~	~~$1,260,811~~	~~$141,302~~	~~$155,790~~ ~~(Bismarck)~~	~~NHU~~	~~24405~~	~~NA~~	Modification Moved to 2026 (MARCH 2025)
NDDOT	25.6.22	MPO Safety - Various Locations (US and ND Highways throughout the Bismarck District) (Pavement Markings)	$1,400,000	$1,260,000	$140,000	$0 (Multiple)	HES	24489	NA	Amendment New Project (NOVEMBER 2024)
NDDOT	25.6.23	Rural - I-94 (ND 25 Junction to 3 miles east of US 83 Junction) (Chip Seal Coat)	$3,100,000	$2,790,000	$310,000	$0 (Multiple)	IM	24541	NA	Amendment New Project (JANUARY 2025)
NDDOT	25.6.24	Rural - I-194 (I-94 Junction to Bismarck Expressway) (Chip Seal Coat)	$200,000	$180,000	$20,000	$0 (Mandan)	IM	24542	NA	Amendment New Project (JANUARY 2025)
NDDOT	25.6.25	Rural - ND 810 (I-194/Memorial Highway to Expressway Bridge) (Chip Seal Coat)	$200,000	$161,860	$18,140	$20,000 (Mandan)	NHU	24543	NA	Amendment New Project (JANUARY 2025)
NDDOT	25.6.26	Rural - County Road 139A (From 175 feet west of Crown Butte Lake Trail east 6.39 miles to 24th Avenue) (Microsurfacing, 1.01 miles will use SU urban funds, and the rest will use SC rural funds)	$380,000	$304,000	$0	$76,000 (Morton)	SU SC	24677 24682	2026	Amendment New Project (AUGUST 2025)

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

^Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2026
ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	26.1.01	Safety - Bismarck 19th St and Century Ave (19th St and Century Ave Intersection east/west and north/south turn lanes) (Reconstruct the east/west and north/south turn lanes to remove the existing negative offset, signal work)	$1,433,525	$1,160,152	$0	$273,373 (Bismarck)	HEU	23645	NA	Modification Moved to 2025 (AUGUST 2025 Redistribution)
BISMARCK	26.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Centennial Rd and Jericho Rd) (Install RRFB)	$234,620	$189,878	$0	$44,742 (Bismarck)	HEU	23644	NA	Modification Moved to 2025 (AUGUST 2025 Redistribution)
BISMARCK	26.1.03	*Urban Roads - Bismarck S Washington St (Burleigh Ave to drainage ditch, and Burleigh Ave from S Washington St to Boston Dr) (Widening from 2 to 3 lanes, Reconstruction)	$18,510,930	$4,500,000	$0	$14,010,930 (Bismarck)	NHU	23859	2024	Modification Moved to 2025 (AUGUST 2025 Redistribution)
BISMARCK	26.1.04	*Projects of Local Importance (PLI) - Bismarck Tyler Parkway (Extension) (Century Ave to Ash Coulee Dr) (Traffic calming improvements from Century Ave to Valley Dr, extend Tyler Pkwy from Valley Dr to Cogburn Rd, lighting installation from Cogburn Rd to Ash Coulee Dr)	$16,090,000	$0	$0	$16,090,000 (Bismarck)	NA		2026	
MANDAN	26.4.01	Transportation Alternatives - Mandan High School Trail (8th Ave NW from 24th St NW to 27th St NW) (Pedestrian Trail Construction)	$484,213	$391,874	$0	$92,339 (Mandan)	TAU	24407	2026	
MANDAN	26.4.02	Urban Grants Project - Mandan Downtown (Phase 1) (1st St NW from 6th Ave NW to 4th Ave NW, 5th Ave NW from 1st ST NW to 2nd St NW, & 4th Ave NW from Main St to 2nd St NW) (Reconstruction, with beautification elements, storm sewer, sidewalks, and LED lighting)	$4,461,410	$2,356,000	$0	$2,105,410 (Mandan)	UGP-CPU	24136	NA	
NDDOT	26.6.02	MPO Bridge - I-94 (Tyler Parkway Interchange to Menoken Interchange) (Deck Overlay, Approach Slab Repair, Spall Repairs, Structure Items)	$5,289,423	$4,760,481	$528,942	$0 (Bismarck)	IM	23769	NA	
NDDOT	26.6.03	Urban Regional - Bismarck Expressway (Main Ave to end of asphalt) (Microsurfacing, pavement marking)	$129,612	$104,895	$11,756	$12,961 (Bismarck)	NHU	24403	NA	Modification Moved to 2025 (AUGUST 2025 Redistribution)
NDDOT	26.6.04	Urban Regional - Bismarck Expressway (12th St to Main Ave) (Microsurfacing, pavement marking)	$1,492,938	$1,208,235	$135,409	$149,294 (Bismarck)	NHU	24404	NA	Modification Moved to 2025 (AUGUST 2025 Redistribution)
NDDOT	26.6.05	Urban Regional - Bismarck ND 1804 (Bismarck Expressway to 48th Ave SE) (Microsurfacing, pavement marking)	$2,173,510	$1,759,022	$197,137	$217,351 (Bismarck)	NHU	24405	NA	Modification Moved to 2025 (AUGUST 2025 Redistribution)
NDDOT	26.6.07	Bridge - I-94 (2 miles west of US 83 N) (Approach Slabs, Spall Repair, Expansion Joint Modifications)	$520,000	$468,000	$52,000	$0 (Bismarck)	IM	23769	NA	
NDDOT	26.6.08	Bridge - I-94 (5 miles east of ND 25, eastbound) (Structure Repair)	$500,000	$450,000	$50,000	$0 (Mandan)	IM		NA	
NDDOT	26.6.09	Bridge - I-94 (5 miles east of ND 25, westbound) (Structure Repair)	$500,000	$450,000	$50,000	$0 (Mandan)	IM		NA	
NDDOT	26.6.10	MPO Rural - ND 1804 (Various locations along ND 1804) (Culvert Rehab)	$775,000	$627,207	$147,793	$0 (Multiple)	SS		NA	
NDDOT	26.6.11	MPO Rural - Statewide ITS equipment (Statewide ITS project including 3 locations along I-94 within the MPO area) (ITS equipment maintenance)	$1,000,000	$900,000	$100,000	$0 (Multiple)	IM	24565	NA	
LINCOLN PARK DISTRICT	26.7.01	Transportation Alternatives - 66th St SE (66th St SE from Santeee Rd to just south of Humbert Rd) (New gravel pathway with ADA compliant crossings)	$129,907	$103,840	$0	$25,967 (LPD)	TAU		NA	

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

^Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2027

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	27.1.01	Safety - Bismarck S Washington St (S Washington St and W Bowen Ave Intersection) (Remove existing traffic signal, install raised median island & RRFB crossing)	$140,000	$126,000	$0	$14,000 (Bismarck)	HEU	24625	NA	
BISMARCK	27.1.02	*Urban Grants Project - Bismarck Front Ave, 3rd St, and 5th St (Front Ave from Mandan St to 9th St, 3rd St from Front Ave to Main Ave, 5th St from Bowen Ave to Main Ave) (Mill & Overlay, curb, gutter, & sidewalk repairs, ADA ramps, pavement markings, LED lighting, street trees, bike racks, traffic signal improvements, signing, curb extensions, & bus shelter pads)	$3,056,000	$1,610,000	$0	$1,446,000 (Bismarck)	UGP-CPU	24127	NA	
BISMARCK	27.1.03	Transportation Alternatives - Sunrise Trail (East Century Ave to Sunrise Park) (New trail connection with drainageway crossing)	$591,800	$478,944	$0	$118,360 (Bismarck)	TAU		NA	
MANDAN	27.4.01	Transportation Alternatives - 3rd St SE (6th Ave SE to 3rd Ave SE) (Sidewalk Installation)	$254,689	$206,120	$0	$48,569 (Mandan)	TAU		NA	
NDDOT	27.6.01	[MPO]Rural - ND 1806 (From I-94 north approximately 10.845 miles) (Chip Seal Coat)	$650,913	$526,784	$124,129	$0 (Morton)	NH		NA	
NDDOT	27.6.02	Urban Regional - Bismarck 7th St/ 9th St (7th St from Broadway Ave to Front Ave, 9th St from Main Ave to Front Ave) (CPR, Grinding, Curb Ramps)	$1,674,952	$1,355,539	$151,918	$167,495 (Bismarck)	NHU	23743	NA	
NDDOT	27.6.03	Urban Regional - Bismarck State St (tied to 27.6.04) (7th St to Divide Ave) (CPR, Grinding, Curb Ramps)	$1,485,702	$1,202,379	$114,725	$168,598 (Bismarck)	NHU-SU	23742	NA	
NDDOT	27.6.04	Urban Roads - Bismarck Boulevard Ave (tied to 27.6.03) (6th St to 7th St) (CPR, Grinding, Curb Ramps)	$329,852	$266,949	$0	$62,903 (Bismarck)	SU	23747	NA	
NDDOT	27.6.05	Urban Regional - Mandan ND 1806 (3rd St SE to 19th St SE) (Mill & Overlay)	$2,187,846	$1,770,623	$198,438	$218,785 (Mandan)	NHU	24230	NA	
NDDOT	27.6.06	Bridge - I-94 (4 miles west of US 83 N) (Spall Repair, Structure/Incidentals)	$27,040	$24,336	$2,704	$0 (Mandan)	IM		NA	
NDDOT	27.6.07	*Safety - Bismarck Expressway & Main Ave (Bismarck Expressway & East Main Ave Intersection) (Construction of north & southbound right turn lanes, traffic signal & lighting improvements)	$934,000	$841,000	$0	$93,000 (Bismarck)	HEU		NA	
NDDOT	27.6.08	Urban Regional - Bismarck 7th St and 9th St (7th St from Expressway to Front Ave and Broadway Ave to Blvd Ave, 9th St from Blvd to Broadway) (Microsurfacing, pavement marking)	$814,000	$658,770	$73,830	$81,400 (Bismarck)	NHU	24406	NA	
NDDOT	27.6.09	Urban Regional - Bismarck 9th St (Bismarck Expressway to Front Ave) (Microsurfacing, pavement marking)	$163,213	$132,088	$14,804	$16,321 (Bismarck)	NHU	24402	NA	
NDDOT	27.6.10	Bridge - I-94B (2 miles east of Mandan, ramp next to Memorial Highway Interchange) (Structure Paint)	$175,479	$157,931	$17,548	$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.11	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, East Bound) (Structure Paint, Structure Items)	$497,190	$447,471	$49,719	$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.12	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, West Bound) (Structure Paint, Structure Items)	$497,190	$447,471	$49,719	$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.13	Bridge - I-194 (Burlington Northern RR Overhead Separation) (Structure Paint, Structure Items, Spall Repairs)	$292,465	$263,218	$29,247	$0 (Mandan)	IM	23898	NA	
NDDOT	27.6.14	Bridge - I-94 (5 miles west of US 83 N, East Bound) (Structure Repair)	$312,000	$280,800	$31,200	$0 (Mandan)	IM		NA	
NDDOT	27.6.15	Bride - I-94 (5 miles west of US 83 N, West Bound) (Structure Repair)	$312,000	$280,800	$31,200	$0 (Mandan)	IM		NA	
NDDOT	27.6.16	Bridge I-94 (3 miles west of US 83 N) (Structure Repair)	$312,000	$280,800	$31,200	$0 (Mandan)	IM		NA	
NDDOT	27.6.17	Bridge - I-94B (Memorial Bridge between Bismarck and Mandan) (Deck Overlay, Structure Paint, Joint Repair, Structural Incidentals, Rdwy Expansion, Surface Finish, etc)	$6,500,000	$5,260,450	$589,550	$650,000 Bismarck/Mandan	NH	22902	NA	

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

^Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2028

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	28.1.01	Safety - I-94 Eastbound Ramp (I-94 EB Ramp/Schafer St and Divide Ave/Tyler Parkway Intersection) (Pavement markings, signage, left-turn lane realignment, signal replacement)	$80,000	$72,000	$0	$8,000 (Bismarck)	HEU	24626	NA	
BISMARCK	28.1.02	Urban Roads - Bismarck S 12th St and Burleigh Ave (12th St from Santa Fe Ave to Burleigh Ave, and Burleigh Ave from Tavis Rd to Washington St) (Mill & Overlay)	$942,000	$753,600	$0	$188,400 (Bismarck)	SU	24439	NA	
NDDOT	28.6.01	Safety - Yegen Road/University Dr (Yegen Rd and University Dr/ND 1804 Intersection) (Install Intersection Lighting)	$165,000	$148,500	$0	$16,500 (Bismarck)	HEN		NA	
NDDOT	28.6.02	Urban Regional - Bismarck Expy (Washington St to 26th St) (Traffic Signals, planned to be constructed with 28.6.03)	$5,422,000	$4,388,025	$491,775	$542,200 (Bismarck)	NHU	23741	NA	
NDDOT	28.6.03	Urban Roads - Bismarck Washington St (S Washington St and Denver Ave) (Traffic Signals, planned to be constructed with 28.6.02)	$678,000	$548,705	$0	$129,295 (Bismarck)	NHU	23741	NA	
NDDOT	28.6.04	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	$394,779	$355,301	$39,478	$0 (Bismarck)	IM	22644	NA	
NDDOT	28.6.05	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	$394,779	$355,301	$39,478	$0 (Bismarck)	IM	22644	NA	
NDDOT	28.6.06	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, East Bound) (Structure Paint)	$328,984	$296,086	$32,898	$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.07	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, West Bound) (Structure Paint)	$328,984	$296,086	$32,898	$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.08	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	$328,984	$296,086	$32,898	$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.09	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	$328,984	$296,086	$32,898	$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.10	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	$146,232	$131,609	$14,623	$0 (Mandan)	IM		NA	
NDDOT	28.6.11	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	$146,232	$131,609	$14,623	$0 (Mandan)	IM		NA	
NDDOT	28.6.12	Bridge - I-94 (3 miles west of US 83 North, East Bound) (Structure Paint)	$324,480	$292,032	$32,448	$0 (Mandan)	IM		NA	

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