

**MEETING AGENDA
October 21, 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 September 16, 2025, Meeting 3
- 5) 2026-2029 FINAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – STEPHEN LARSON, MPO
Final TIP (Exhibit A) 9
ACTION ITEM: Adoption of Final 2026-2029 TIP
- 6) 2026 PM1 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) TARGETS – TRACY WALTERS, MPO
Resolution of Adoption (Exhibit B) 101
ACTION ITEM: Resolution of Adoption for PM1 HSIP Targets
- 7) 2026 TRANSIT DEVELOPMENT PLAN (TDP) RFP– PAULETTE JACOBSEN, MPO
TDP RFP (Exhibit C) 103
ACTION ITEM: Approve the RFP for TDP
- 8) 2025 SAFETY POLICY STUDY – SCOTT HARMSTEAD, SRF
Progress Report (Exhibit D) 119

9) 2025 ITS RA – KIM RIEPL, MPO Progress Report (Exhibit E)	123
10) FARMP (FRINGE AREA ROAD MASTER PLAN) UPDATE – Stephen Larson, MPO	
11) 2025 MONITORING REPORT UPDATE – Stephen Larson, MPO Progress Report (Exhibit F)	125
12) 2025-2028 TIP ADMINISTRATIVE MODIFICATIONS – Stephen Larson, MPO 2025-2028 TIP Administrative Modifications (Exhibit G)	127
13) 2026-2027 UPWP ADMINISTRATION MODIFICATIONS – Kim Riepl, MPO UPWP Administrative Modifications (Exhibit H)	129
14) OTHER BUSINESS	
15) ADJOURNMENT	

The next scheduled Policy Board meeting is on 11/18/2025. 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

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
Safety Policy Study (MPO-wide)	69	12/31/2025
2025 ITS RA Update (MPO-wide)	72	12/31/2025
2025 Monitoring Report Update (MPO-wide report)	65	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
SEPTEMBER 16, 2025**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met September 16, 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, and Keli Berglund. Board members absent were Steve Schwab and Andy Zachmeier.

Others present or attending via Zoom were Kim Riepl, Paulette Jacobsen, and Stephen Larson of the Bismarck-Mandan MPO; Luke Champa, SRF; Sharijad Hasan, NDDOT-ATAC; and Deidre Hughes, Bis-Man Transit.

PLEDGE OF ALLEGIANCE AND CALL TO ORDER

Chair Schmitz called the September 16, 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 August 19, 2025, meeting.

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

DRAFT 2026-2029 TIP

Mr. Larson stated the MPO has developed its draft 2026-2029 TIP, showing federally funded projects in the region scheduled over the next four fiscal years and including other relevant information about transportation funding in the MPO area. The MPO makes a practice of updating the TIP each year.

There were no major textual updates to this year’s TIP, but the draft contains the usual updates to references, years, projects, and maps. All sections have been updated to reflect current projects and funding amounts for the MPO area and Bis-Man Transit. North Dakota Department of Transportation (NDDOT) has not yet provided updated numbers for their portion of Operations and Maintenance or for the Project Phase Cost Estimates. This information will be added to the TIP when available.

The MPO advertised the draft TIP for the required 15-day public comment period, and received four public comments, as well as comments from the Federal Highway Administration (FHWA). Mr. Larson summarized these comments. First, there were two comments from a member of the public. One of these comments mentions that the road

surface in the area around the State Capitol (due to the construction of the new North Dakota State Laboratory building) has been very challenging for users of Bis-Man Transit's Black Bus Route, and she is hopeful this will be repaired. Her other comment suggests there should be reduced taxi fares available during early and late hours when Transit's service is not available. The State Historical Society also provided a comment reminding the MPO of their review process for roadway projects under North Dakota law. The MPO also received a comment from the Department of Water Resources reminding us of their permitting processes and the local floodplain.

Finally, FHWA and FTA provided comments on the draft document. Mr. Larson is working on addressing these comments. Some will require minor textual changes, and others simply will require clarification. There will be a minor change made to the TIP amendment process, removing the requirement for amendments to be performed when a project change negatively impacts air quality or environmental justice areas, since it is not clear how this amendment threshold could be tracked.

TAC provided some minor comments and corrections at their meeting yesterday, and recommended approval of the draft document with their corrections incorporated.

None of the changes resulting from public or TAC comments will be substantial enough to require an additional public comment period. All comments received will be incorporated into the final TIP document, and once Mr. Larson has completed all necessary changes, the TIP will be brought back to TAC and Policy Board for possible adoption in October.

Mr. Larson presented the 2026 Program of Projects.

Mr. Larson presented the 2027 Program of Projects.

Mr. Larson presented the 2028 Program of Projects.

Ms. Berglund asked about 28.6.01 and what kind of intersection lighting is being installed. Ms. Riepl indicated it was street lighting, not traffic signals.

Mr. Larson presented the 2029 Program of Projects.

Mr. Froelich asked for more information about project 29.6.02. Mr. Larson said he will reach out to NDDOT for more details on the work being performed.

Mr. Larson presented the project maps at the end of the TIP document and reiterated that the MPO is looking for a recommendation of approval for the draft TIP, so that the final TIP can be brought back to the boards in October.

MOTION: Ms. Berglund made a motion to approve the draft 2026-2029 TIP as presented. Mr. Froelich seconded the motion and with Mr. Froelich, Ms. Berglund and Chair Schmitz voting in favor, the motion was approved.

FARMP (FRINGE AREA ROAD MASTER PLAN)

Mr. Larson stated the MPO held interviews for the Fringe Area Road Master Plan update on September 4th, 9th, and 10th. Four firms were interviewed, KLJ, SRF, Bolton & Menk, and HDR. The Selection Committee consisted of representatives from all five MPO jurisdictions, and Mr. Larson served as moderator. The voting was close, but the Selection Committee promoted Bolton & Menk as the preferred consultant for this project. Mr. Larson indicated he enjoyed the interview process, and the consultants made the choice difficult. The MPO is requesting approval of Bolton & Menk and permission to pursue contract negotiations. The MPO would execute the contract after legal and NDDOT review. Mr. Larson showed a copy of the QBS Letter to the board, provided for informational purposes. It certifies the MPO complied with NDDOT's Qualifications Based Selection (QBS)

requirements for the consultant selection process, and a copy will be signed by the Policy Board Chair. TAC recommended approval at their meeting yesterday.

MOTION: Mr. Froelich made a motion to approve Bolton & Menk as the FARMP consultant as presented. Ms. Berglund seconded the motion with Mr. Froelich, Ms. Berglund and Chair Schmitz voting in favor, the motion was approved.

2025 SAFETY POLICY STUDY

Mr. Champa presented an update for SRF. They will hold their next Steering Committee meeting next week. At the meeting they will provide an update on public engagement (they have held several stakeholder meetings recently) and there will be discussion about the leadership commitment and goal setting portion of the plan, the safety analysis results, and the high injury network (specifically looking at preliminary network characteristics and potential crash profiles). Mr. Champa expects most of next week's meeting to be devoted to looking at SRF's comprehensive list of countermeasures and safety strategies. The goal is to organize these strategies so recommendations can be made based on roadway types and other important factors. A draft report for the study is expected by early November.

2025 ITS RA

Mr. Hasan stated he has made significant progress on the ITS Regional Architecture update. All ITS elements in the region and the ITS service packages being provided by the regional stakeholders have been updated. He noted the exhibit he provided contains a couple of errors, the Emergency Response service package will be listed as existing, not future, and the Transit Signal Priority service package is going to be removed after discussions with Bis-Man Transit. The service areas covered in the ITS RA include Emergency Service, Maintenance, Traffic Service, Transit Service, and Communication Service. ATAC and the MPO met with stakeholders for each of these service areas, and each area has service packages. Existing packages refer to ITS elements currently being utilized by the stakeholders, planned packages refer to ITS elements they intend to implement, and future packages refer to elements they may potentially implement.

Mr. Hasan is preparing user needs for each service package in the ITS RA update and attaching functional requirements to each ITS element and stakeholder. He touched on the Communication Service area and noted that there is a service area where ATAC and the stakeholders have identified challenges, specifically with data sharing. Exchanging transportation data between agencies has proven difficult, due primarily to cybersecurity requirements coming from the North Dakota IT Department. Cybersecurity is certainly important, however ATAC and the stakeholders for this update are looking into ways of overcoming the data sharing challenge while maintaining data security.

ATAC will include a couple of ITS projects in the final update (26.1.02 and 26.6.11, an RRFB project and an ITS maintenance project) that are in the draft TIP.

2025 MONITORING REPORT UPDATE

The MPO and HDR are continuing to work on the draft Monitoring Report document and have made good progress. Mr. Larson will be reviewing the first draft this week and will work on editing and finalization over the next few weeks.

TIP ADMINISTRATIVE MODIFICATIONS

Mr. Larson stated this month, the MPO processed six administrative modifications to the 2025-2028 TIP. Last month, at NDDOT's request, the MPO moved twelve projects, six from FY 2027 and six from FY 2026, into FY 2025, in case additional FY25 funding came available to NDDOT because of the August redistribution at the end of the current federal fiscal year. The MPO recently received word that the six projects moved from FY 2027 are going back into 2027. These include an Urban Grants project in downtown Bismarck, one microsurfacing project in Bismarck, three concrete pavement repair projects in Bismarck, and one mill and overlay project in Mandan. The details of these projects are included in the packet.

BIG SKY RAIL/ GOVERNMENT PARTNER PROGRAM

Ms. Riepl said the MPO has been a member of the Big Sky Passenger Rail Authority (BSPRA) Government Partners Program (GPP) since late last year. BSPRA just held its fourth annual conference September 8-10 in Livingston Montana, and Ms. Riepl attended. The conference is one of the benefits of GPP membership. BSPRA continues to lead the effort, through the Corridor ID Program, to reinstate the former North Coast Hiawatha passenger rail line that formerly ran from Seattle to Chicago (passing through Bismarck-Mandan). BSPRA is in stage II of this effort, including the development of a comprehensive service development plan (determining service times, station locations, and other important items). The MPO is excited about the return of passenger rail service and has provided funding in its 2026-2027 UPWP for a passenger rail station siting study. The timing of this study is on track. The study will conclude in mid-2027, when BSPRA will be in the middle of their service development plan. BSPRA indicated they will not be looking closely at passenger rail stations until late 2027.

The conference went over the benefits of returning passenger rail service can bring, including health care access, reducing isolation for residents without reliable transportation, and economic development, tourism, and growth opportunities. There was a representative at the conference who was instrumental in the Mardi Gras line, a Tri-State passenger rail initiative that recently began service in Louisiana, Alabama, and Mississippi, running between New Orleans and Mobile. Two of the three state DOTs provided funding for the service but Alabama's DOT did not, Mobile Alabama ended up providing the local match for the project. It has only been in service for the past month, and has already served over 10,000 riders, far exceeding expectations. There was another representative, John Robert Smith, who is a renowned advocate for passenger rail. He was the Mayor of Meridian, Mississippi when passenger rail service returned to the area, the service brought significant benefits to their community. They revitalized their historical train depot into a multi-modal transportation hub, serving passenger rail, freight rail, public transportation, and other multi-modal options. This success story was compared to a similar success story about the revitalization of Union Station in Denver, Colorado.

The conference emphasized contacting our congressional representatives to let them know about the desire for passenger rail service. The BSPRA website (www.bigskyrail.org) has a link where you can easily do this on their conference page. It is also important to form multi-state cooperative agreements and other regional alliances. Being a GPP member is an important part of this effort. Another note from the conference is although stations are important, getting the trains for the route is even more important.

Ms. Riepl's takeaway from the conference is we need to keep planning, we are moving in the right direction, this kind of effort takes time and momentum. BSPRA is still hoping to have passenger rail service restored to the Bismarck-Mandan area by 2032.

ADJOURNMENT

There being no further business, Chair Schmitz adjourned at 2:12 p.m. The next scheduled meeting will take place on October 21, 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
Recording Secretary

MPO Policy Board Chair

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FY 2026-2029

TRANSPORTATION IMPROVEMENT PROGRAM

FINAL

RESOLUTION

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 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 is supportive of state and local interests. The following three paragraphs discuss efforts undertaken to incorporate a variety of local initiatives into the planning process, namely, Complete Streets, Public Involvement, and the use of Data in Transportation Planning.

The MPO will work cooperatively with 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.

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, the local transit agency, and the 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 current 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 TIP also includes projects identified, selected, and programmed by NDDOT outside of the MPO's regular grant programs (such as bridge and highway projects). Further, the MPO coordinates with the local transit agency for transit projects, and with its local jurisdictions for any Projects of Local Importance (PLI). The Draft TIP is then 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 Revisions

Amendments and Modifications are the two types of TIP Revisions defined by 23 CFR 450.328. The MPO 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
- 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 for project changes meeting any of the above cited criteria. 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 published once per week.

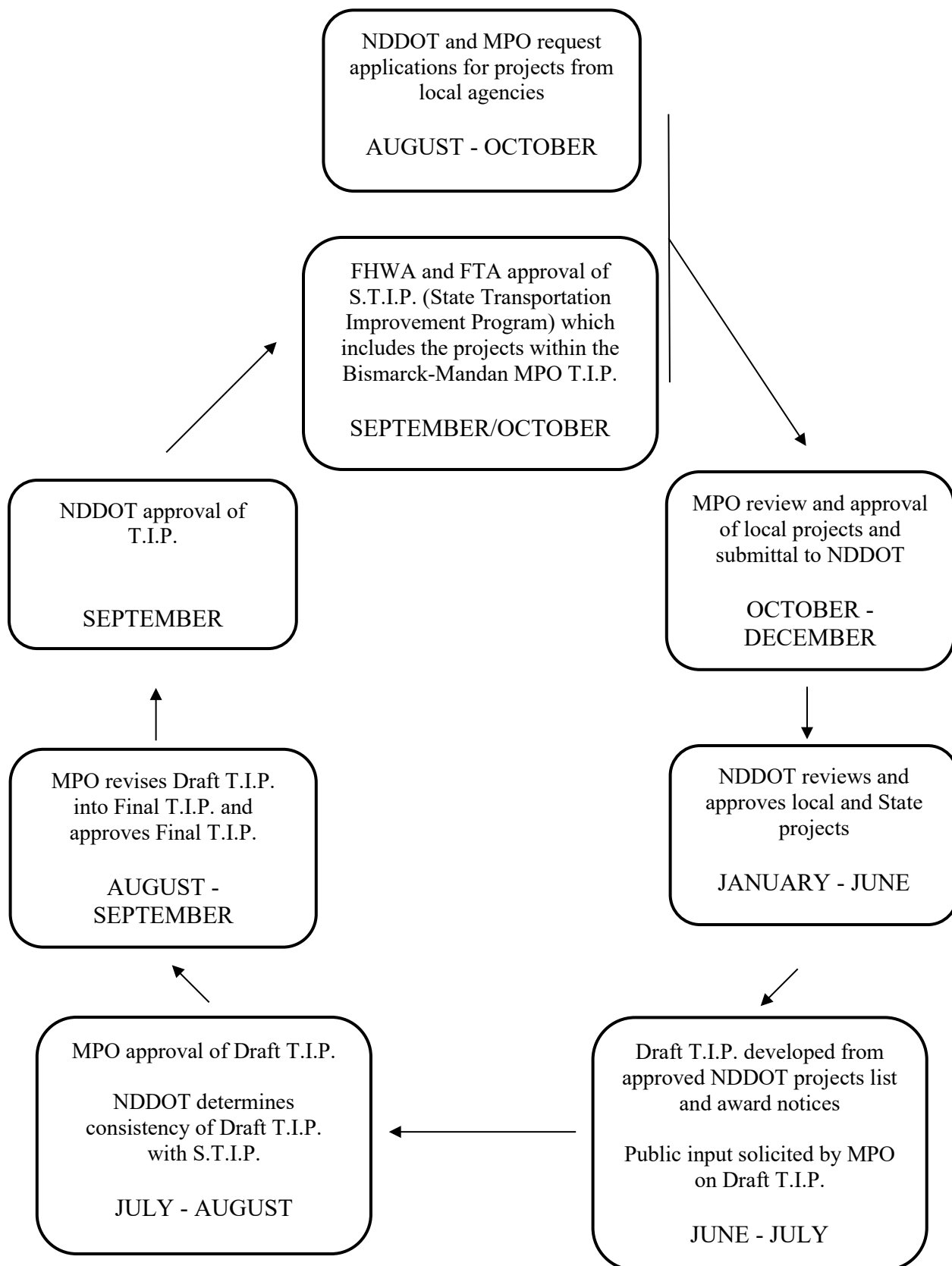
TIP Amendments will require MPO Policy Board approval. Less significant TIP Revisions which do not meet the thresholds of a TIP Amendment are considered Administrative Modifications.

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 a Regionally Significant Project (RSP) or the Annual Lump-Sum Project Phase Estimates.

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.

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	*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	\$2,177,455 in \$2,322,545 FY 2025	\$0	\$14,010,930 (Bismarck)	NHU	23859	2024	
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} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange, westbound) (Fencing, PCC Pave, related to 25.6.09)	\$31,971,081	\$28,773,973	\$3,197,108	\$0 (Burleigh)	IM	22958	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, road weather-DMS & ESS)	\$1,235,635	\$1,000,000	\$235,635	\$0 (Multiple)	IM	24565	NA	
LINCOLN PARK DISTRICT	26.7.01	Transportation Alternatives - 66th St SE (66th St SE from Santee Rd to just south of Humbert Rd) (New gravel pathway with ADA compliant crossings)	\$129,907	\$103,840	\$0	\$25,967 (LPD)	RTP		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, Bismarck Parks & Rec is also partnering on project)	\$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	
MANDAN	27.4.02	Urban Roads - Mandan 8th Ave NW and 27th St N (8th Ave NW from 24th St NW to 27th St N, and 27th St from 8th Ave to ND 1806) (Reconstruction)	\$5,000,000	\$4,000,000	\$0	\$1,000,000 (Mandan)	SU	24440	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	Bridge - 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

^{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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*Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2029

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	29.1.01	*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	
BISMARCK	29.6.08	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	

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**Pending Availability of Federal Funds

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

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 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	\$584,734 \$410,000 \$584,734 \$1,579,468	\$596,429 \$422,300 \$596,429 \$1,615,157	\$608,357 \$434,969 \$608,357 \$1,651,684	\$620,524 \$448,018 \$620,524 \$1,689,067	\$2,410,044 \$1,715,287 \$2,410,044 \$6,535,376
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) 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

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 (\$)
Annual Element 2026	Federal ⁽¹⁾ Construction)	3,482,697	103,840	2,747,874	0	0	0	6,334,411
	Federal ⁽²⁾ Preservation)	3,540,152	0	900,000	28,773,973	0	1,627,207	34,841,332
	State ⁽¹⁾ Construction)	0	0	0	0	0	0	0
	State ⁽²⁾ Preservation)	396,302	0	100,000	3,197,108	0	383,428	4,076,838
	Local ⁽¹⁾ Construction)	14,284,303	0	2,197,749	0	0	0	16,482,052
	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
Future Projects 2027-2029	Total (Construction/Engineering)	33,857,000	129,807	4,945,623	0	0	0	38,932,430
	Total (Preservation)	4,316,060	0	1,000,000	31,971,081	0	2,010,635	39,297,776
	Total	38,173,060	129,807	5,945,623	31,971,081	0	2,010,635	78,230,206
	Federal ⁽¹⁾ Construction)	12,033,797	0	21,149,647	0	0	0	33,183,444
	Federal ⁽²⁾ Preservation)	6,689,927	0	5,693,044	0	3,334,279	8,783,163	24,500,413
	State ⁽¹⁾ Construction)	797,802	0	1,384,786	0	0	0	2,182,588
	State ⁽²⁾ Preservation)	434,233	0	634,261	0	785,675	1,419,626	3,273,795
	Local ⁽¹⁾ Construction)	1,339,976	0	2,743,569	0	0	0	4,083,545
	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
Total	*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	25,278,002	0	0	0	39,449,577
	Total (Preservation)	9,255,277	0	6,546,090	0	4,119,954	10,852,789	30,774,110
	Total	23,426,852	0	31,824,092	0	4,119,954	10,852,789	70,223,687
	FY 2026-2029	61,599,912	129,807	37,769,715	31,971,081	4,119,954	12,863,424	148,453,893

REVENUE SUMMARY

PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2026	Federal ⁽¹⁾ Construction)	3,482,697	103,840	2,747,874	0	0	0	6,334,411
	Federal ⁽²⁾ Preservation)	3,540,152	0	900,000	28,773,973	0	1,627,207	34,841,332
	State ⁽¹⁾ Construction)	0	0	0	0	0	0	0
	State ⁽²⁾ Preservation)	396,302	0	100,000	3,197,108	0	383,428	3,693,410
	Local ⁽¹⁾ Construction)	14,284,303	0	2,197,749	0	0	0	16,482,052
	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
Future Projects 2027-2029	Total (Construction/Engineering)	33,857,000	129,807	4,945,623	0	0	0	38,932,430
	Total (Preservation)	4,316,060	0	1,000,000	31,971,081	0	2,010,635	39,297,776
	Total	38,173,060	129,807	5,945,623	31,971,081	0	2,010,635	78,230,206
	Federal ⁽¹⁾ Construction)	12,033,797	0	21,149,647	0	0	0	33,183,444
	Federal ⁽²⁾ Preservation)	6,689,927	0	5,693,044	0	3,334,279	8,783,163	15,717,250
	State ⁽¹⁾ Construction)	797,802	0	1,384,786	0	0	0	2,182,588
	State ⁽²⁾ Preservation)	434,233	0	634,261	0	785,675	1,419,626	1,854,169
	Local ⁽¹⁾ Construction)	1,339,976	0	2,743,569	0	0	0	4,083,545
	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
Total	*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	25,278,002	0	0	0	39,449,577
	Total (Preservation)	9,255,277	0	6,546,090	0	4,119,954	10,852,789	30,774,110
	Total	23,426,852	0	31,824,092	0	4,119,954	10,852,789	70,223,687
	FY 2026-2029	61,599,912	129,807	37,769,715	31,971,081	4,119,954	12,863,424	148,453,893

*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	\$3,835,685	\$3,835,685
	State Match	\$410,000	\$410,000
	Local Match	\$1,462,769	\$1,462,769
	Total	\$5,708,454	\$5,708,454
Future Projects 2027-2029	Federal	\$11,502,868	\$11,502,868
	State Match	\$1,305,287	\$1,305,287
	Local Match	\$4,475,553	\$4,475,553
	Total	\$17,283,708	\$17,283,708
Transit Total	FY 2026-2029	\$22,992,162	\$22,992,162

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. Code of Federal 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	Unknown	Unknown	312	1.90%	#VALUE!	#VALUE!
2027-2029	Unknown	Unknown	312	1.90%	#VALUE!	#VALUE!

¹The 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

¹The 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).

²Mileage 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

¹The 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).

²Mileage 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
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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

¹The 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).

²Mileage 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

¹The 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).

²Mileage 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 greater 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 of Bismarck's Tyler Parkway from Century Avenue to Ash Coulee Drive for \$16,090,000 (local funds). The project includes traffic calming improvements from Century to Valley Drive, lighting from Cogburn Road to Ash Coulee, and the extension of Tyler Parkway from Valley to Cogburn.

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.

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 emphasize 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. 23 CFR 2490 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				
	BASELINE CONDITION	NDDOT ADOPTED TARGET	MPO ADOPTED TARGET	CURRENT ADOPTION PERIOD
PM1: SAFETY				
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	65.3%	50%	50%	2022-2026
2) Percentage of NHS Bridges in Poor Condition	3.8%	10%	10%	2022-2026
3) Percentage of Interstate Pavement in Good Condition	83.6%	75.6%	75.6%	2022-2026
4) Percentage of Interstate Pavement in Poor Condition	0.1%	3%	3%	2022-2026
5) Percentage of Non-Interstate NHS Pavement in Good Condition	78.5%	58.3%	58.3%	2022-2026
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	3.4%	3%	3%	2022-2026
PM3: SYSTEM RELIABILITY				
1) Percentage of Person Miles Travel on the Interstate that are reliable	99.4%	85%	85%	2022-2026
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	91%	85%	85%	2022-2026
3) Truck Travel Time Reliability Index	1.15	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 Programming 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							
<i>Targets for transit agencies should be based on a review of the previous 5 years safety performance data.</i>							
[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	10 or less	1	10,000
ADA/ Paratransit	0	0	3 or less	0.7	5 or less	1	35,000

Source: NDDOT Transit Section 'State Agency Safety Plan (for) Small Public Transportation Providers'. Targets adopted by Transit Board 5/25.

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	\$584,734 \$410,000 \$584,734 \$1,579,468	\$596,429 \$422,300 \$596,429 \$1,615,157	\$608,357 \$434,969 \$608,357 \$1,651,684	\$620,524 \$448,018 \$620,524 \$1,689,067	\$2,410,044 \$1,715,287 \$2,410,044 \$6,535,376
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) 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	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

Per 23 CFR 450.334(b) the following page also includes a table of the 2024 federally obligated TIP projects, listing programmed projects that received federal transportation funds under 23 U.S.C. or 49 U.S.C. Chapter 53 in 2024.

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BURLEIGH	24.2.01	^{MPO} Rural - Highway 10 (From 66th St NE to US 83) (Seal Coat)	\$760,000	\$608,000	\$0	\$152,000 (Burleigh)	SC	24164	NA	
MANDAN	24.4.01	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 \$220,000	\$126,000 \$198,000	\$0	\$14,000 \$22,000 (Mandan)	HEU	24064	NA	Moved to 2025
MANDAN	24.4.02	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 Parke)	TAU	23922	2024	Moved to 2025
MANDAN	24.4.03	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 Parke)	TAU	23914	2025	Moved to 2025
MORTON	24.5.01	Transportation Alternatives - Valerie Entzel Memorial Park (Trailside facility on Lewis & Clark Trail alongside Hwy 1806) (Gravel road to gravel lot w handicapped parking, sec. lights, picnic shelter/tables, trashcans, benches)	\$44,912	\$35,929	\$0	\$8,983 (Morton County)	TAU		NA	
NDDOT	24.6.09	^{MPO} Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway Exit 161) (Reconstruction)	\$45,831,199	\$41,248,079	\$4,583,120	\$0 (Bismarck)	IM	22648	NA	
NDDOT	24.6.10	Bridge - I-94 (1 mile E of US 83 N) (Structure Paint)	\$248,768	\$223,891	\$24,877	\$0 (Bismarck)	IM	22614	NA	
NDDOT	24.6.13	^{MPO} Rural - State Highway System, Bismarck and Dickinson Districts (Numerous locations within the State Highway ROW) (Replace non-LED lighting with LED and assess and upgrade existing light system)	\$1,000,000	\$900,000	\$100,000	\$0 (Multiple)	SS	23281	NA	
NDDOT	24.6.16	^{MPO} Safety - Bismarck Expwy/McKenzie Drive Interchange (Bismarck Expressway, and McKenzie Drive Interchange west-bound off-ramp) (Installation of wrong way detection systems)	\$777,422	\$699,680	\$77,742	\$0	HEN	23378	NA	
NDDOT	24.6.17	^{MPO} Rural - Statewide ITS Equipment (One Location at Bismarck Expressway/ND 810, various other locations in western ND) (Weigh in Motion and Automatic Traffic Recorder Maintenance)	\$1,106,399	\$895,077	\$211,322	\$0 (Bismarck)	SS	23887	NA	
NDDOT	24.6.18	Urban Regional - Bismarck Expressway (Expressway at Exit 161) (Reconstruction)	\$2,391,300	\$1,935,280	\$216,890	\$239,130 (Bismarck)	NHU	22648	NA	
NDDOT	24.6.19	Urban Roads - Bismarck Centennial Road (Centennial Road at Exit 161) (Reconstruction)	\$2,821,807	\$2,283,690	\$255,937	\$282,180 (Bismarck)	NHU	22648	NA	
NDDOT	24.6.20	Urban Regional - Mandan Memorial Highway (Memorial Highway Phases 1 & 2, Extents TBD) (Reconstruction, Drainage, City Utilities)	\$37,818,143	\$25,368,288	\$2,843,079	\$9,606,776 (Mandan)	SU-CPU	23277 23133	NA	
NDDOT	24.6.21	^{MPO} Rural - Hwy 1804 (From South Junction 83 west and north to Junction 83, only about 7 miles within MPO boundary) (Chip Seal Coat)	\$1,382,446	\$1,244,202	\$138,244	\$0	SS	23837	NA	
NDDOT	24.6.22	^{MPO} Safety - Various Locations (US and ND highways throughout the Bismarck District) (Installation of wrong way detection systems)	\$1,400,000	\$1,260,000	\$140,000	\$0 (Multiple)	HEN	24173	NA	
NDDOT	24.6.23	^{MPO} Rural - Hwy 10 (From 800 feet east of 66th St NE to 197th St NE) (Mill and Overlay)	\$4,366,965	\$3,534,185	\$0	\$832,780 (Burleigh)	SC	24164	NA	
NDDOT	24.6.24	Safety - E Main Ave and Eastdale Ave (E Main Ave Crossing and Eastdale Ave Crossing) (Rail Crossing Signal Upgrades)	\$872,440	\$872,440	\$0	\$0 (Bismarck)	RSU	24279 24296	2024	
NDDOT	24.6.25	^{MPO} Rural - Statewide ITS Equipment (Apple Creek Weigh in Motion site, eastbound, around I-94 mile marker 165) (Weigh in Motion electronics calibration)	\$307,230	\$248,641	\$58,589	\$0	NH	24280	2024	
NDDOT	24.6.26	Rural - County Road 139A (From ND 25/139A intersection east 2.02 miles) (Bituminous overlay)	\$944,820	\$755,856	\$0	\$188,964 (Morton)	SU	24420 24400	2024	
BISMARCK PARKS & REC DISTRICT	24.7.01	Transportation Alternatives - Equipment Purchase (Cross-Country Ski Trails around Bismarck) (Purchase of Tucker-Terra Trail Groomer)	\$226,402	\$181,122	\$0	\$45,280 (Bis Parks)	TAU		NA	
LINCOLN PARK DISTRICT	24.7.02	Transportation Alternatives - Moch Park Trail (Trail connecting Dolan Dr and 28th Ave SE to Moch Park dog park) (New gravel trail)	\$51,605	\$41,284	\$0	\$10,321 (Lincoln Park D)	TAU		NA	
BISMARCK PARKS & REC DIST/ BISMARCK	24.7.03	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Ash Coulee Dr from Golden Eagle Ln to Tyler Pkwy, Tyler Pkwy from just north of Harp Hawk Dr to Cogburn Rd) (Shared Use Trail Extensions/New Trail Connections)	\$473,000	\$383,000	\$0	\$90,000 (Bis P&R District)	TAU	23236	2024	

* 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.

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,

A handwritten signature in cursive script, appearing to read "Stephen Larson".

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, and a Public Hearing was held on September 15. All stakeholder comments related to the Draft TIP are hereafter incorporated into the Final 2026-2029 TIP Appendix.

Stephen Larson

From: Diane Patterson <dianepatterson162@gmail.com>
Sent: Monday, August 25, 2025 5:07 PM
To: Stephen Larson
Subject: BisMan Transit Repair Projects~~~

CAUTION: ***External Email - Use caution clicking links or opening attachments***

Dear Mr. Larson:

I believe that the Road directly in front of the 'new' Lab Building in the NE Area of the State Capitol's Property 'will' be repaired upon completion of the Lab Building; however, I wanted to mention it - as that Road Surface has been a Nightmare for the BisMan Transit Black Route...

I have not been riding the CAT Bus or ParaTransit much recently - due to the intense hot days - but I will update You further should I find more Repairs in need...

I have forwarded Your Email address to Other Riders - so they may assist You too...

THANK YOU for sending out a 'Shout Out' to us Riders...It is greatly appreciated...

BLESSINGS...

Diane Patterson



Stephen Larson

From: Diane Patterson <dianepatterson162@gmail.com>
Sent: Tuesday, August 26, 2025 6:27 PM
To: Stephen Larson
Subject: BisMan Transit Program~~~

CAUTION: ***External Email - Use caution clicking links or opening attachments***

Hi...

I forgot to include in my Ridership Suggestion the following:

*Reduced Taxi Fare during Early & Late Hours when BisMan Transit (CAT & ParaTransit) has not yet begun Service...

Presently - there is NO Option for a Reduced Fare to utilize a Taxi...

BisMan Transit used to offer Reduced Taxi Rides during the Off Hours of CAT & ParaTransit Service Schedules - so I am disappointed that that 'Feature' is no longer available...

THANKS!

BLESSINGS...

Diane



September 2, 2025

Stephen Larson
Bismarck-Mandan Metropolitan Planning Organization
221 N 5th Street
P.O. Box 5503
Bismarck, ND 58506

**SHSND Ref: 25-0348 Bismarck-Mandan Metropolitan Planning Organization (MPO)
Transportation Improvement Program (TIP) 2026-2029 in portions of Burleigh and Morton
Counties, North Dakota**

Dear Stephen,

Thank you for sending the information for upcoming projects by Bismarck-Mandan Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) 2026-2029 in portions of Burleigh and Morton Counties, North Dakota. We will review Department of Transportation projects during the consultation process from DOT. For any non-federally funded projects, we look forward to reviewing them under North Dakota Century Code § 55-02-07. Please send review requests for those projects to shsculturalreview@nd.gov.

If you have any questions please contact Margaret Patton, Research Archaeologist at 701-328-3576 or mmpatton@nd.gov.

Sincerely,

for William D. Peterson, PhD
Director, State Historical Society of North Dakota

25-0348

Sept 4, 2025

Mr. Stephen Larson

Bismarck-Mandan Metropolitan Planning Organization
P.O Box 5503
221 North 5th Street
Bismarck, ND 58506
mpo@bismarcknd.gov
701-355-1840

Dear Mr. Larson,

This is in response to your request for a review of the environmental impacts associated with the Bismarck-Mandan Metropolitan Planning Organization's annual Transportation Improvement Program for the years 2026-2029.

The proposed project has been reviewed by Department of Water Resources (DWR), and the following comments are provided:

- Initial review indicates the project does not require a conditional or temporary permit for water appropriation. However, if surface water or groundwater will be diverted for construction of any future projects identified in the plan, a water permit will be required per North Dakota Century Code § 61-04-02. Please consult with the DWR Water Appropriation Division if you have any questions at 701-328-2754 or appropinfo@nd.gov.
- The DWR maintains a network of observation wells across the state for monitoring the water levels and quality in glacial and bedrock aquifers. These wells are often installed in road and highway rights-of-way to limit inconvenience to the adjacent landowners. DWR observation wells have a yellow protective casing extending between 1 and 3 feet above ground surface, and their locations are marked with a stake. If an observation well is encountered during project activities and must be removed, please contact the Water Appropriation Division. The DWR hopes to keep all observation wells, but otherwise will ensure the well is properly abandoned.
- Any work that takes place within the ordinary high water mark (OHWM) of the Missouri River or any other North Dakota navigable waterbody will (as outlined in North Dakota Century Code ch. 61-33) require prior authorization to construct from DWR. For further information, contact Amy Winkelman, State Sovereign Land Manager, at awinkelman@nd.gov or 701-328-4935.
- There is a FEMA National Flood Insurance Program (NFIP) regulatory floodplain identified or mapped where this proposed project is to take place. Impacted areas are designated to be in NFIP Zone AE with floodway. The State of North Dakota has no formal NFIP permitting authority, as all NFIP permitting decisions are considered by impacted NFIP participating communities, which is the community with zoning authority for the area in question. Please work directly with the local floodplain administrator of the zoning authority impacted to achieve NFIP and community compliance.
- The DWR Regulatory Division's Engineering and Permitting Section reviewed the project location and determined no drainage permits, or construction permits for dikes, diversions, or restorations are likely required so long as no watercourses are modified

(i.e., deepened, widened, rerouted, etc.) and no ponds, sloughs, lakes, sheetwater, or any series thereof, with a drainage area of 80 acres or more are drained. However, the project area is near multiple permitted structures (see documents enclosed). The DWR requests to be notified regarding any modifications, improvements, or impacts to these structures as construction permit(s) may be required. North Dakota Stream Crossing Design Standards (N.D.A.C. art. 89-14) apply to stream crossings within a constructed or reconstructed highway, street, or road, including stream crossing replacement, as defined in N.D.A.C. § 89-14-01-02.

Thank you for the opportunity to provide review comments. Should you have further questions, please contact me at 701-328-4970 or kyrkoski@nd.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kyle Yrkoski".

Kyle Yrkoski
Planner III

KY:mg/1570



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

September 15, 2025

NWO-2009-01003-BIS

Bismarck-Mandan Metropolitan Planning Organization
Attn: Mr. Stephen Larson
PO Box 5503
Bismarck, North Dakota 58506-5503

Dear Mr. Larson:

This is in response to information received on August 27, 2025 regarding the proposed 2026-2029 Transportation Improvement Program (TIP). The projects are located throughout the cities of Bismarck and Mandan, Burleigh and Morton Counties, North Dakota.

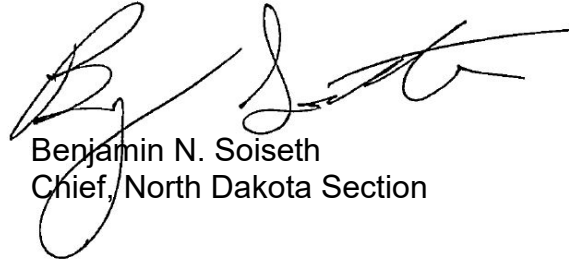
U. S. Army Corps of Engineers Regulatory Offices administer Section 404 of the Clean Water Act (Section 404). A Section 404 permit would be required for the discharge of dredge or fill material (temporarily or permanently) in waters of the United States. Waters of the United States may include, but are not limited to, rivers, streams, ditches, coulees, lakes, ponds, and their adjacent wetlands. Fill material includes, but is not limited to, rock, sand, soil, clay, plastics, construction debris, wood chips, overburden from mines or other excavation activities and materials used to create any structure or infrastructure in waters of the United States.

Based on the information contained in your letter and in the draft TIP, the Corps has determined that your proposed projects may need a Clean Water Act Section 404 permit if there is a discharge of dredge or fill material into any types of waters listed in the paragraph above. If you decide to submit a permit application, the permit application and instructions for completing the application may be found at: <http://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/Obtain-a-Permit>. Be sure to accurately describe all proposed work and construction methodology. Once the application is complete, mail it to the letterhead address or to the email address (preferred) below.

The North Dakota Regulatory office prefers that all submissions are sent electronically to the following email address: CENWO-OD-RND@usace.army.mil instead of a hard copy by mail. Please split large attachments (>25 MB) into multiple emails if needed.

Please refer to identification number NWO-2009-01003-BIS in any correspondence concerning this project. If you have any questions, please contact Jeremy Nygard at U.S. Army Corps of Engineers, North Dakota Regulatory Office, 3319 University Drive, Bismarck, North Dakota 58504-7565, by email at Jeremy.S.Nygard@usace.army.mil, or telephone at 701-989-6425. For more information regarding our program, please visit our website at <http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/NorthDakota.aspx>.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ben Soiseth', is written over the printed name and title.

Benjamin N. Soiseth
Chief, North Dakota Section

Enclosure

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

Summary of Comments on FHWA Comments Addressed.pdf

Page: 4

	Author: kristen.sperry	Subject: Highlight	Date: 9/2/2025 12:02:59 PM
Planning Emphasis Areas are no longer in effect and have been removed from the FHWA website. If you want to keep these, then they need to be updated to be local and/or state initiatives as they are no longer a federal initiative.			
	Author: Stephen Larson	Subject: Sticky Note	Date: 9/3/2025 2:14:48 PM
We will update as local/state initiatives, as you indicated.			
	Author: kristen.sperry	Subject: Highlight	Date: 9/2/2025 12:02:38 PM
NDDOT received \$2,350,482 of PL funds and out of that amount 2.5% (\$58,762 in FY25) was set aside for Safe and Accessible Transportation Options to be split via formula for all four ND MPOs.			
	Author: Stephen Larson	Subject: Sticky Note	Date: 9/3/2025 2:15:25 PM
We will remove this detail, as it is not needed within the TIP			

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.

Author: kristen.sperry Subject: Highlight Date: 8/27/2025 3:39:10 PM
Recreational Trails Program?

Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:16:09 PM
We do not do project selection for the Recreational Trails Program, but merely provide letters of support for our jurisdictions to take to the ND Parks District

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.

Page: 6

	Author: kristen.sperry	Subject: Highlight	Date: 8/27/2025 3:42:41 PM
Since our state is in attainment, how will this be measured/determined?			
	Author: Stephen Larson	Subject: Sticky Note	Date: 9/3/2025 2:17:33 PM
This amendment criteria will be removed and our PPP will also be updated in the coming months to reflect the change.			
	Author: kristen.sperry	Subject: Highlight	Date: 8/27/2025 3:41:53 PM
How will these areas be determined?			
	Author: Stephen Larson	Subject: Sticky Note	Date: 9/3/2025 2:17:25 PM
This amendment criteria will be removed and our PPP will also be updated in the coming months to reflect the change.			
	Author: kristen.sperry	Subject: Highlight	Date: 8/27/2025 3:44:31 PM
Is significance based on the bulleted items above? If yes, consider using "...If the proposed amendment meets at least one of the thresholds listed above:" or something similar.			
	Author: Stephen Larson	Subject: Sticky Note	Date: 9/3/2025 2:17:05 PM
We will adjust the language in this sentence			

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.

 Author: kristen.sperry Subject: Highlight Date: 8/27/2025 3:50:01 PM
If a project is Regionally Significant (spell out the first time used), then should any changes rise to the amendment level?

 Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:19:36 PM
We will spell this out, but believe that adjustments to the phasing of an RSP project can be considered a minor change, and are appropriate to include as a modification.

 Author: kristen.sperry Subject: Highlight Date: 8/27/2025 4:08:37 PM
STIP shows the total cost \$591,000

 Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:20:36 PM
NDDOT has provided us with updated costs for this project since the release of their draft STIP

 Author: kristen.sperry Subject: Highlight Date: 8/27/2025 4:08:34 PM
STIP total cost shows \$134,000

 Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:20:40 PM
NDDOT has provided us with updated costs for this project since the release of their draft STIP

 Author: kristen.sperry Subject: Highlight Date: 8/27/2025 4:31:10 PM
Not included in the STIP.

 Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:36:27 PM
This project will be removed

 Author: kristen.sperry Subject: Highlight Date: 8/28/2025 7:07:57 AM
Not included in the STIP

 Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:38:05 PM
This project has been included in our TIP based on a Recreational Trails Program Award Lincoln Parks just received.

BISMARCK-MANDAN MPD - TRANSPORTATION IMPROVEMENT PROGRAM 2026-2029 Page 1 of 4										
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 (SNA)
BISMARCK	26.1.01	Valley - Bismarck 19th St and Century Ave (19th St and Century Ave intersection eastbound and northbound turn lanes) (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work) Safety - Intersection Point Painting Bismarck (NPS) to Bismarck	\$4,630,000	\$0	\$0	\$0	\$273,372	NPSU	23045	NA
BISMARCK	26.1.02	Centennial Rd and Jericho Rd Safety - Intersection Point Painting Bismarck (NPS) to Bismarck	\$250,000	\$189,678	\$0	\$0	\$44,742	NPSU	23044	NA
BISMARCK	26.1.03	1st Street - Bismarck - S Washington St (Burleigh Ave to Burleigh Blvd, and Burleigh Ave from S Washington St to Boston Dr)	\$18,510,000	\$4,500,000	\$0	\$0	\$14,010,000	NPSU	23059	2024
BISMARCK	26.1.04	Projects of Local Importance (PLI) - Bismarck Tyler Parkway (Extension) (Century Ave to 4th Avenue Dr) (Traffic calming improvements from Century Ave to Valley Dr, extend Tyler Hwy from Valley Dr to Coghlan Rd, adding installation from Coghlan Rd to 4th Avenue Dr)	\$10,080,000	\$0	\$0	\$0	\$10,080,000	NA	2025	
MANDAN	26.4.01	Transportation Alternatives - Mandan High School Trail (4th Ave NW from 3rd St NW to 27th St NW) (Pedestrian Trail Construction)	\$484,213	\$381,874	\$0	\$0	\$92,338	TAU	24407	2026
MANDAN	26.4.02	Urban Center Project - Mandan Downtown (Phase 1) (1st St NW from 1st Ave NW to 4th Ave NW, 5th Ave NW from 1st St NW to 2nd St NW, & 4th Ave NW from 1st St NW to 2nd St NW) (Reconstruction with intersection improvements, storm sewer, sidewalks, and LED lighting)	\$4,401,410	\$2,398,000	\$0	\$0	\$2,103,410	UGP-CPU	24126	NA
NDDOT	26.6.01	19th Street - I-58 (East of 19th Interchange to east of Mandan Interchange, westbound) (General, RCD, Drain, related to 26.6.02)	\$21,871,081	\$28,773,872	\$2,187,108	\$0	\$0	23999	NA	
NDDOT	26.6.02	19th Street - I-58 (East Parkway Interchange to Mandan Interchange) (Check Channel, Approach, Side Road, Drain, Related, Structures, Items)	\$5,288,423	\$4,760,481	\$528,942	\$0	\$0	23999	NA	
NDDOT	26.6.03	Urban Regional - Bismarck Expressway (Main Ave to east of 19th) (MicroPaving, segment work)	\$128,812	\$104,880	\$11,756	\$12,881	NPSU	24403	NA	
NDDOT	26.6.04	Urban Regional - Bismarck Expressway (12th St to Main Ave) (MicroPaving, segment work)	\$1,402,038	\$1,288,238	\$155,400	\$149,294	NPSU	24404	NA	
NDDOT	26.6.05	Urban Regional - Bismarck ND 584 (Bismarck Expressway to 4th Ave SE) (MicroPaving, segment work)	\$2,173,510	\$1,758,022	\$197,131	\$217,351	NPSU	24405	NA	
NDDOT	26.6.06	Urban - I-58 (General Bridge between Bismarck and Mandan) (Check Channel, Structures, Pave, Joint Repair, Structural Inspections, Rehabilitation Expansion, Surface Finish, etc)	\$500,000	\$0.260,450	\$0.000,000	\$0.000,000	BismarckMandan	NA	23002	NA
NDDOT	26.6.07	Bridge - I-58 (2 miles west of US-85 N) (Approach, Deck, Drain, Repair, Expansion Joint Modifications)	\$520,000	\$488,000	\$32,000	\$0	\$0	23789	NA	
NDDOT	26.6.08	Bridge - I-58 (1 mile east of ND-25, westbound)	\$500,000	\$450,000	\$50,000	\$0	\$0	NA		
NDDOT	26.6.09	Bridge - I-58 (1 mile east of ND-25, westbound) (Structural Repair)	\$500,000	\$450,000	\$50,000	\$0	\$0	NA		
NDDOT	26.6.10	19th Street - I-58 (Various locations along ND 1804) (General Repair)	\$775,000	\$627,201	\$147,793	\$0	\$0	NA		
LINCOLN PARKS	26.7.01	Transportation Alternatives - 68th St SE (4th St SE from Garrison Rd to just south of Humboldt Rd) (New gravel paths with ADA compliant crossings)	\$128,987	\$103,840	\$0	\$0	\$25,147	NA		

Notes: 1. "Bismarck" refers to Bismarck, ND. "Mandan" refers to Mandan, ND. "Lincoln Parks" refers to Lincoln Parks, ND. "NA" refers to Not Applicable. "2024" refers to the year 2024. "2025" refers to the year 2025. "2026" refers to the year 2026. "2027" refers to the year 2027. "2028" refers to the year 2028. "2029" refers to the year 2029. "2030" refers to the year 2030. "2031" refers to the year 2031. "2032" refers to the year 2032. "2033" refers to the year 2033. "2034" refers to the year 2034. "2035" refers to the year 2035. "2036" refers to the year 2036. "2037" refers to the year 2037. "2038" refers to the year 2038. "2039" refers to the year 2039. "2040" refers to the year 2040. "2041" refers to the year 2041. "2042" refers to the year 2042. "2043" refers to the year 2043. "2044" refers to the year 2044. "2045" refers to the year 2045. "2046" refers to the year 2046. "2047" refers to the year 2047. "2048" refers to the year 2048. "2049" refers to the year 2049. 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Transportation Alternatives project is a recreational trails program that will be implemented in the future. It is not included in the STIP.

Showing availability of federal funds.

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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.

Author: kristen.sperry Subject: Highlight Date: 8/28/2025 9:50:17 AM
Code of Federal Regulation (CFR)

Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:39:55 PM
We will correct this language

Author: kristen.sperry Subject: Highlight Date: 8/28/2025 9:53:50 AM
Are you stating that this is the NDDOT O & M expenditures for all lane miles maintained throughout the state by NDDOT? This seems low.

Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:40:30 PM
NDDOT has not provided us with an updated number for this and I overlooked that in the initial draft. I will request an update, and remove the old number in the meantime

Bismarck-Mandan MPO 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 ²	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	\$12	1.90%	\$2,388.17	\$2,388.17
2027-2028	\$126,764	\$126,764	\$12	1.90%	\$7,158.52	\$7,158.52

¹The 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 ²	Funding Sources for Operations and Maintenance Activities	Percent of Federal-Aid Highways to total roadways in City of Bismarck ³	City of Bismarck Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ⁴	City of Bismarck Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ⁴
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	\$2,830,054	\$2,830,054	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%	\$862,600.27	\$862,600.27

¹The 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).

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

⁴4% 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 US4	Partnership with NDDOT
7th and 9th Streets	Between Boulevard and Expressway	Partnership with NDDOT
MD 1804/University	Between Expressway and Corporate City Limits	Partnership with NDDOT
IdM	Within Bismarck Corporate City Limits	NDDOT is Fully Responsible
MD and 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 ²	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Burleigh County ³	Burleigh County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ⁴	Burleigh County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ⁴
2026	\$1,697,231	\$1,697,231	Hwy Gas Tax and Mill Levy	5.60%	\$96,044.94	\$96,044.94
2027	\$1,765,120	\$1,765,120	Hwy Gas Tax and Mill Levy	5.60%	\$98,846.72	\$98,846.72
2028	\$1,833,009	\$1,833,009	Hwy Gas Tax and Mill Levy	5.60%	\$102,800.64	\$102,800.64
2029	\$1,900,898	\$1,900,898	Hwy Gas Tax and Mill Levy	5.60%	\$106,912.62	\$106,912.62

¹The 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).

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

⁴4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in Burleigh County

Name	Location	Jurisdiction Responsible for Operations and Maintenance
------	----------	---

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.

Author: kristen.sperry Subject: Highlight Date: 8/28/2025 10:57:41 AM
I am not sure what this sentence is getting at?

Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:40:40 PM
We will remove this sentence

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 emphasize 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

Author: kristen.sperry Subject: Highlight Date: 8/28/2025 11:37:23 AM
23 CFR 490

Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:40:46 PM
We will update this language

BMMPO ADOPTED TARGETS				
	BASILINE CONDITION	NDDOT ADOPTED TARGET	MPO ADOPTED TARGET	CURRENT ADOPTION PERIOD
PM1: SAFETY				
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.

Author: kristen.sperry Subject: Highlight Date: 8/28/2025 11:59:19 AM
Baseline Data: <https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=North%20Dakota>

Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:41:56 PM
We will update the baseline accordingly

Author: kristen.sperry Subject: Highlight Date: 8/28/2025 11:59:40 AM
Baseline Data: <https://www.fhwa.dot.gov/tpm/reporting/state/reliability.cfm?state=North%20Dakota>

Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:42:06 PM
We will update the baseline accordingly

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:

Author: kristen.sperry Subject: Highlight Date: 8/28/2025 2:28:43 PM
The graphic is blurry and is hard to read.

Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:42:14 PM
This will be improved

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 (COCOC)	PTA Sec. 9 (5307) 80 / 20	COCOC - Operating costs associated with the operations contract.	Fed	\$1,529,395	\$1,551,823	\$1,562,860	\$1,614,517	\$6,270,595
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$380,349	\$387,958	\$395,715	\$405,629	\$1,569,649
					Total	\$1,909,744	\$1,939,779	\$1,958,575	\$2,019,146	\$7,839,244
2 11.7A.00	Bismarck/Mandan Area	Preventative Maintenance	PTA Sec. 9 (5307) 80 / 20	PM - Preventative maintenance on transit vehicles and facility	Fed	\$91,800	\$94,554	\$97,391	\$100,312	\$384,057
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$22,950	\$23,639	\$24,348	\$25,078	\$96,014
					Total	\$114,750	\$118,193	\$121,739	\$125,390	\$480,071
3 30.09.01	Bismarck/Mandan Area	Operating Expenses	PTA Sec. 9 (5307) 80 / 50	OPR - Operating assistance for feed route and elderly/disabled service	Fed	\$771,877	\$787,417	\$803,195	\$819,228	\$3,181,717
					State	\$410,000	\$422,300	\$434,969	\$448,018	\$1,715,287
					Local	\$771,877	\$787,417	\$803,195	\$819,228	\$3,181,717
					Total	\$1,953,754	\$1,997,133	\$2,041,359	\$2,086,474	\$8,076,800
4 11.32.07	Bismarck/Mandan Area	Security	PTA Sec. 9 (5307) 80 / 20	SEC - Public transportation security projects	Fed	\$22,201	\$22,845	\$23,088	\$23,590	\$91,724
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$5,590	\$5,661	\$5,775	\$5,890	\$22,916
					Total	\$27,791	\$28,507	\$28,863	\$29,480	\$114,640
5 11.42.06 11.42.20 11.12.04	Bismarck/Mandan Area	Transit Planning	PTA Sec. 8 (5303) (5313) 80 / 20	Provide funding for the Transit Development Plan	Fed	\$0	\$0	\$0	\$0	\$0
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$0	\$0	\$0	\$0	\$0
					Total	\$0	\$0	\$0	\$0	\$0
6 11.42.06 11.12.04	Bismarck/Mandan Area	Capital Grant	PTA Section (5320) 85/20, 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed	\$750,000	\$1,190,000	\$595,000	\$1,190,000	\$3,735,000
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$135,950	\$210,000	\$105,000	\$210,000	\$660,950
					Total	\$885,950	\$1,400,000	\$700,000	\$1,400,000	\$4,395,950
7 11.42.06 11.12.04	Bismarck/Mandan Area	Capital Grant	PTA Section (5310) 85 / 15	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed	\$811,184	\$846,000	\$161,500	\$0	\$1,818,684
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$107,856	\$114,000	\$28,500	\$0	\$250,356
					Total	\$919,040	\$960,000	\$190,000	\$0	\$2,069,040
8 11.42.06 11.12.04	Bismarck/Mandan Area	Discretionary Grant	PTA Section (5310) 80 / 50	Operating assistance to the elderly and disabled	Fed	\$217,400	\$221,748	\$226,183	\$230,707	\$896,038
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$217,400	\$221,748	\$226,183	\$230,707	\$896,038
					Total	\$434,800	\$443,496	\$452,366	\$461,413	\$1,792,075
9 11.42.06 11.12.04	Bismarck/Mandan Area	Discretionary Grant	PTA Section (5310) 80 / 20	Mobility Manager salary assistance	Fed	\$31,920	\$33,516	\$35,192	\$36,951	\$137,579
					State	\$0	\$0	\$0	\$0	\$0
					Local	\$7,980	\$8,379	\$8,796	\$9,238	\$34,393
					Total	\$39,900	\$41,895	\$43,988	\$46,189	\$171,972

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

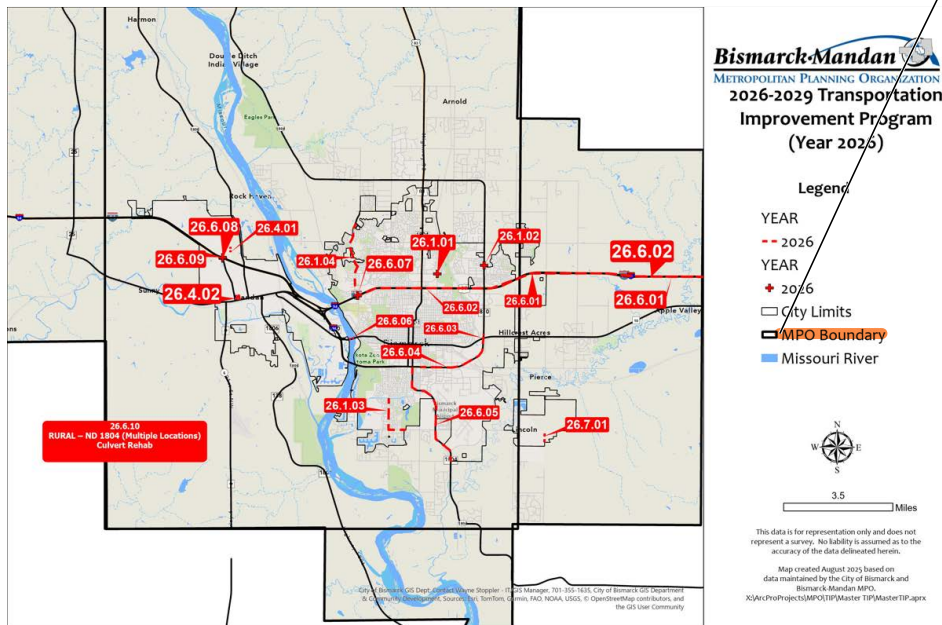
**This category includes projects bid or designed in 2024 but not constructed*

Total 2024 projects that were postponed to a later date – 2

Total 2024 projects that were cancelled – 0

 Author: kristen.sperry Subject: Highlight Date: 9/2/2025 11:56:43 AM
23 CFR 450.334(b) - and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

 Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:43:12 PM
A table for the projects will be added to the document per the CFR requirement



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)	CCOC - Operating costs associated with the operations contract.	Fed State Local	\$1,521,395 \$0 \$380,349	\$1,551,823 \$0 \$387,956	\$1,562,555 \$0 \$395,715	\$1,544,517 \$0 \$403,629	\$6,270,595 \$0 \$1,567,649
			80 / 20		Total	\$1,901,744	\$1,939,779	\$1,958,270	\$1,948,146	\$7,535,244
2 11.7A.00	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307)	PM - Preventative maintenance on transit vehicles and facility	Fed State Local	\$91,800 \$0 \$22,950	\$94,554 \$0 \$23,639	\$97,391 \$0 \$24,348	\$100,312 \$0 \$25,078	\$384,057 \$0 \$96,014
			80 / 20		Total	\$114,756	\$118,193	\$121,738	\$125,390	\$480,071
3 30.09.01	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307)	OPR - Operating assistance for fixed route and elderly/disabled service	Fed State Local	\$771,977 \$410,000 \$771,977	\$787,417 \$422,300 \$787,417	\$803,165 \$434,969 \$803,165	\$819,228 \$448,018 \$819,228	\$3,181,787 \$1,715,287 \$3,181,787
			50 / 50		Total	\$1,953,054	\$1,997,133	\$2,041,299	\$2,086,474	\$8,078,860
4 11.32.07	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307)	SEC - Public transportation security projects	Fed State Local	\$22,201 \$0 \$5,550	\$22,645 \$0 \$5,661	\$23,098 \$0 \$5,775	\$23,560 \$0 \$5,890	\$91,505 \$0 \$22,876
			80 / 20		Total	\$27,752	\$28,307	\$28,873	\$29,450	\$114,381
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303)	Provide funding for the Transit Development Plan	Fed State Local	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
			80 / 20		Total	\$0	\$0	\$0	\$0	\$0
6 11.42.06 11.42.20 11.12.04	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339)	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local	\$755,050 \$0 \$135,950	\$1,190,000 \$0 \$215,000	\$595,000 \$0 \$105,000	\$1,190,000 \$0 \$210,000	\$3,730,050 \$0 \$660,950
			80/20; 85/15		Total	\$891,000	\$1,405,000	\$700,000	\$1,400,000	\$4,391,000
7	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310)	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local	\$611,184 \$0 \$107,856	\$646,000 \$0 \$114,000	\$161,500 \$0 \$28,500	\$0 \$0 \$0	\$1,416,584 \$0 \$250,356
			85 / 15		Total	\$719,040	\$760,000	\$190,000	\$0	\$1,669,040
8	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Operating assistance to the elderly and disabled	Fed State Local	\$217,400 \$0 \$217,400	\$221,748 \$0 \$221,748	\$226,183 \$0 \$226,183	\$230,707 \$0 \$230,707	\$896,038 \$0 \$896,038
			50 / 50		Total	\$434,800	\$443,496	\$452,366	\$461,413	\$1,792,075
9	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Mobility Manager salary assistance	Fed State Local	\$31,920 \$0 \$7,980	\$33,516 \$0 \$8,379	\$35,192 \$0 \$8,798	\$36,951 \$0 \$9,238	\$137,579 \$0 \$34,395
			80 / 20		Total	\$39,900	\$41,895	\$43,990	\$46,189	\$177,974

Summary of Comments on TRANSPORTATION IMPROVEMENT PROGRAM

Page: 1

Author: ranae.tunison	Subject: Highlight	Date: 9/15/2025 1:56:20 PM
Author: ranae.tunison	Subject: Highlight	Date: 9/15/2025 1:56:27 PM
Author: ranae.tunison	Subject: Highlight	Date: 9/15/2025 1:56:29 PM
Author: ranae.tunison	Subject: Highlight	Date: 9/15/2025 2:00:34 PM
How are you calculating the 5307 funds? It should be based on the current apportionment numbers which is \$2,176,599 for the time being until the FY26 funds are posted and then do a modification or amendment to account for the actual amount.		
Author: Bis-Man Transit	Subject: Sticky Note	Date: 9/15/2025 3:20:44 PM
We used a two percent total increase over the 2025 appointment. It does look like Operating expenses were incorrectly estimated and should be closer to \$584,734.26. This would align with our 2% increase which we used for projects 1, 2, and 4. If we need to fill in our 2025 numbers for the 2026 column and move everything over for 5307, I can.		
Author: ranae.tunison	Subject: Sticky Note	Date: 9/15/2025 4:24:00 PM
Ok that is fine to calculate a two percent total increase over the 2025 to calculate 2026 and so on. No need to fill in the 2025 numbers for 2026 and so on.		
Author: ranae.tunison	Subject: Highlight	Date: 9/10/2025 2:04:28 PM
Should there be funds for this project?		
Author: Bis-Man Transit	Subject: Sticky Note	Date: 9/15/2025 3:22:04 PM
Bis-Man Transit does not have funding within 5303 or 5313 grants. Our portion of the TDP will be covered with local match.		
Author: ranae.tunison	Subject: Sticky Note	Date: 9/15/2025 4:24:25 PM
thanks for the clarification.		
Author: ranae.tunison	Subject: Highlight	Date: 9/10/2025 2:02:57 PM
Not sure what 5313 is, there isn't any FTA 5313 funding.		
Author: Bis-Man Transit	Subject: Sticky Note	Date: 9/15/2025 3:38:47 PM
I'm guessing this is a mis type from the form from years back. I did not add this to the template.		
Author: ranae.tunison	Subject: Sticky Note	Date: 9/15/2025 4:25:03 PM
If you can remove 5313 that would be great.		
Author: ranae.tunison	Subject: Highlight	Date: 9/15/2025 2:10:42 PM
Is this the amount you were awarded or requested from NDDOT?		
Author: Bis-Man Transit	Subject: Sticky Note	Date: 9/15/2025 3:37:49 PM
This is the total from the original grant application.		
Author: ranae.tunison	Subject: Sticky Note	Date: 9/15/2025 4:25:13 PM
ok		
Author: ranae.tunison	Subject: Highlight	Date: 9/15/2025 2:11:06 PM
Is this the amount you were awarded or requested from NDDOT?		
Author: Bis-Man Transit	Subject: Sticky Note	Date: 9/15/2025 3:51:55 PM
This is the total from the original grant application.		
Author: ranae.tunison	Subject: Sticky Note	Date: 9/15/2025 4:25:19 PM
ok		

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



Summary of Comments on TRANSPORTATION IMPROVEMENT PROGRAM

Page: 2

Author: Will Hutchings (hutchingswill@nd.gov) Subject: Sticky Note Date: 9/19/2025 12:20:22 PM
Self Cert?

Author: Stephen Larson Subject: Sticky Note Date: 9/25/2025 4:04:08 PM
The Self Cert is in the appendix

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 jurisdiction, 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.

Page: 5

Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:22:51 PM
Local Transit agencies?		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:15:43 PM
Not applicable for these grant programs.		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:23:50 PM
the current MPO ...		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:04:51 PM
We can adjust		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:24:17 PM
local transit providers		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:05:08 PM
Can adjust		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:24:56 PM
There are other projects in the STIP than just these		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:05:45 PM
Yes, but these are the only grant programs the MPO coordinates for project selection		

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.

Page: 6

	Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:27:31 PM
There is no mention of how projects that are identified, selected, programmed and led by NDDOT within the MPA get added to the TIP or how PLI and Transit projects get added here			
	Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:06:15 PM
We can add some brief additional language here			
	Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Highlight	Date: 9/19/2025 12:29:18 PM
Consider calling this section TIP Revisions then noting TIP Amendments and TIP Administrative Modifications are two types of TIP Revisions (Per CFR).			
	Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:06:26 PM
Will look at revising			
	Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Highlight	Date: 9/19/2025 12:27:42 PM

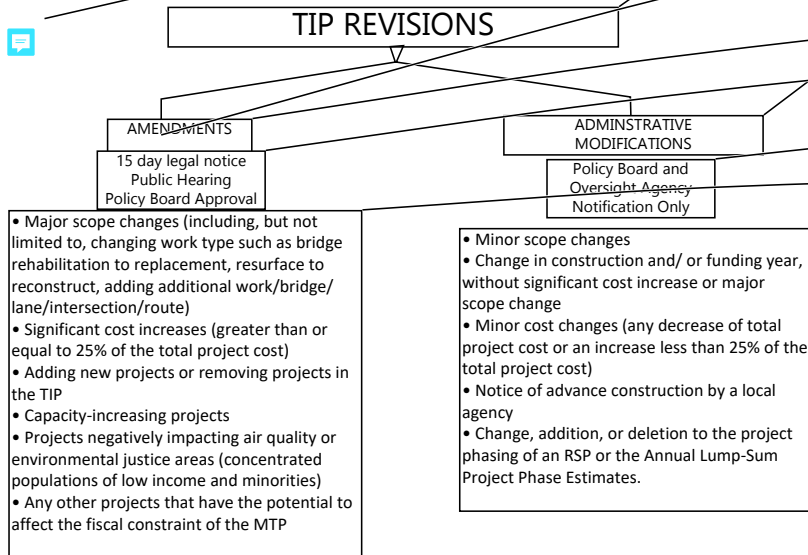
In addition, a legal notice or advertisement will be published in the Mandan News but is not subject to the 15-day notice period as the Mandan News is currently only published once per week.

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.



Page: 7

Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:31:27 PM
1. Add: Less significant TIP Revisions which do not meet the thresholds of a TIP Amendment are considered Administrative Modifications		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:06:38 PM
Will consider revising		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:32:04 PM
Make this one third.		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:07:13 PM
Will look at revising		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:31:53 PM
Make this the 2nd under TIP Revisions		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:08:18 PM
Will look at revising		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:53:59 PM
TIP REVISIONS		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/25/2025 4:48:28 PM
I made a quick and dirty Graphic to show the relationship over the two types of "TIP Revisions" per definitions in CFR		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:50:23 PM
Thanks for the illustration. I don't believe we will include a graph like this this time around (I'm finding the formatting challenging) but that may change in future years.		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Polygonal Line	Date: 9/19/2025 1:55:16 PM
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:54:49 PM
ADMINISTRATIVE MODIFICATIONS		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:55:06 PM
AMENDMENTS		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:55:00 PM
15 day legal notice Public Hearing Policy Board Approval		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:54:47 PM
Policy Board and Oversight Agency Notification Only		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:54:56 PM
• 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		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:54:52 PM
• 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.		

Comments from page 7 continued on next page

Summary of Comments on TRANSPORTATION IMPROVEMENT PROGRAM

Page: 1

- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Sticky Note

Date: 9/19/2025 2:05:16 PM

59100
- Author: Stephen Larson

Subject: Sticky Note

Date: 9/25/2025 3:52:39 PM

The updated costs for this project were provided by Stacey/NDDOT. If they end up not being incorporated into the final STIP, we will make amendments/modifications as needed.
- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Comment on Text

Date: 9/19/2025 2:04:30 PM

591,000
- Author: Stacey Hanson

Subject: Sticky Note

Date: 9/23/2025 12:39:36 PM

This project is being removed from the 2026-2029 STIP since it was moved up to 2025 for year end funding
- Author: Stephen Larson

Subject: Sticky Note

Date: 9/25/2025 3:53:00 PM

Noted, we will remove this project from FY2026.
- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Comment on Text

Date: 9/19/2025 2:04:41 PM

531,900
- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Sticky Note

Date: 9/19/2025 3:32:12 PM

13400
- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Sticky Note

Date: 9/26/2025 9:14:39 AM

134000
- Author: Stacey Hanson

Subject: Sticky Note

Date: 9/23/2025 12:40:28 PM

This project is being removed from the 2026-2029 STIP since it was moved up to 2025 for year end funding
- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Sticky Note

Date: 9/19/2025 2:07:47 PM

120600
- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Sticky Note

Date: 9/25/2025 12:50:43 PM

This must be removed from this table or else, per information we received from FHWA, this will cause a non-conformance issue that will prevent adoption of the STIP and could mean a freeze on all projects for the MPO and potentially statewide. (you don't want that)
We recognize the MPO's desire to be informative and transparent about these locally funded projects. The portion of the TIP where PLJ projects are detailed can remain in which you mention this project.
- Author: Stacey Hanson

Subject: Sticky Note

Date: 9/23/2025 12:41:59 PM

We don't need to add this to the STIP. We only need to add projects that meet our previously agreed upon definition of regionally significant. This was agreed upon by DOT, MPOs, and FHWA.
- Author: Stephen Larson

Subject: Sticky Note

Date: 9/25/2025 3:54:01 PM

We will remove this project from the Program, per your direction.
- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Sticky Note

Date: 9/25/2025 10:21:17 AM

Not in STIP
- Author: Stacey Hanson

Subject: Sticky Note

Date: 9/23/2025 12:45:43 PM

Remove from TIP
- Author: Stephen Larson

Subject: Sticky Note

Date: 9/25/2025 3:54:30 PM

This project will be removed.
- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Sticky Note

Date: 9/25/2025 11:46:18 AM

For some reason this is not in the STIP. I am digging up emails to get to the bottom of this for now keep this in especially since I previously told your MPO to add it..
- Author: Stephen Larson

Subject: Sticky Note

Date: 9/25/2025 3:54:48 PM

We will keep this project as noted.
- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Line

Date: 9/25/2025 12:10:45 PM
- Author: Will Hutchings (hutchingswill@nd.gov)

Subject: Line

Date: 9/25/2025 12:37:18 PM

BISMARCK-MANDAN MPO - TRANSPORTATION IMPROVEMENT PROGRAM 2026-2029 Page 1 of 4													
PROJECT FUNDING YEAR 2026				ESTIMATED COST IN DOLLARS									
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION		TOTAL	FEDERAL	STATE	LOCAL	FEDERAL SHARE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (S)		
BISMARCK	26.1.01	Rebuild 19th St and Century Ave intersection westbound and northbound turn lanes (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
BISMARCK	26.1.02	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
BISMARCK	26.1.03	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
BISMARCK	26.1.04	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
MANDAN	26.4.01	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
MANDAN	26.4.02	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
NDDOT	26.6.02	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
NDDOT	26.6.03	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
NDDOT	26.6.04	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
NDDOT	26.6.05	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
NDDOT	26.6.06	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
NDDOT	26.6.07	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
NDDOT	26.6.08	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
NDDOT	26.6.09	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
NDDOT	26.6.10	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
NDDOT	26.6.11	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
LINCOLN PARK DISTRICT	26.7.01	Century Ave to 19th St intersection (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$725,000	\$0	\$725,000	80%	23845	NA			
UPDATE Cost and Description to include the Road Weather (SMS & ESS) references. -													
2026	Road	ROAD	WEATHER (SMS & ESS)	0	0	0	0	0	0	0	0	0	0
In STIP Missing here:													
EX	Program	ECN	Year Rec	Estimate	Proj Dis	Location	Length	Trans of Work	Total	Federal	State	Local	Other
2026	Transportation Alternative	1052	TAU	19th Ave NW - MANDAN HIGH SCHOOL PRIDE	0			Reinforce/Rebuild	\$48,213	\$39,374	\$0	\$8,839	\$0
2026	Road	23558	1054	IM	14 W E OF BUS INTR TO E OF MENDENHALL	0.7708		Fencing, PCC Pavement	\$1,071,081	\$28,773,873	\$3,197,108	\$0	\$0
2026	Safety	23697	1054	HEH	1948 & 23RD AVE W/CO 10	0		Grade, Aggr Base, Hot Bit Pavement, Lighting	\$3,700,000	\$3,330,000	\$370,000	\$0	\$0

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

BISMARCK-MANDAN MPD - TRANSPORTATION IMPROVEMENT PROGRAM 2026-2036 Page 1 of 4																
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 (SNA)					
BISMARCK	26.1.01	Valley - Mandan WB 1st and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23645	NA						
BISMARCK	26.1.02	Century Ave to Valley Rd and Century Ave to Valley Rd (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23646	NA						
BISMARCK	26.1.03	Century Ave to Valley Rd and Century Ave to Valley Rd (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23659	2024						
BISMARCK	26.1.04	Century Ave to Valley Rd and Century Ave to Valley Rd (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23659	2024						
MANDAN	26.4.01	Valley - Mandan WB 1st and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23645	NA						
MANDAN	26.4.02	Century Ave to Valley Rd and Century Ave to Valley Rd (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23646	NA						
NDDOT	26.6.02	Valley - Mandan WB 1st and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23645	NA						
NDDOT	26.6.03	Century Ave to Valley Rd and Century Ave to Valley Rd (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23646	NA						
NDDOT	26.6.04	Valley - Mandan WB 1st and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23645	NA						
NDDOT	26.6.05	Century Ave to Valley Rd and Century Ave to Valley Rd (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23646	NA						
NDDOT	26.6.07	Valley - Mandan WB 1st and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23645	NA						
NDDOT	26.6.08	Century Ave to Valley Rd and Century Ave to Valley Rd (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23646	NA						
NDDOT	26.6.09	Valley - Mandan WB 1st and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23645	NA						
NDDOT	26.6.10	Century Ave to Valley Rd and Century Ave to Valley Rd (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23646	NA						
NDDOT	26.6.11	Valley - Mandan WB 1st and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23645	NA						
LINCOLN PARK DISTRICT	26.7.01	Valley - Mandan WB 1st and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)		\$1,450,000	\$1,360,000	\$0	\$90,000	HEU	23645	NA						
UPDATE Cost and Description to include the Road Weather (SMS & ESS) references. -																
2026	Road	0008	BESS	0	0	0	0	ROAD WEATHER (SMS & ESS)	0	ITS	2026	\$1,235,635	\$1,000,000	\$235,635	\$0	\$0
In STIP Missing here:																
EX	Program	PCN	Year	Estimate	Year	Loc	Location	Length	Trans of Work	Total	Federal	State	Local	Other		
2026	Transportation Alternatives	1052	TAU	8TH AVE NW - MANDAN HIGH SCHOOL PEDE	0				Bikeway/Walkway	\$48,213	\$39,374	\$0	\$9,239	\$0		
2026	Road	23658	1009	IM	14 W E OF BUS INTR TO E OF MENCKEN INTR	0			Fencing, PCC Pav	\$1,071,081	\$28,773,973	\$3,197,108	\$0	\$0		
2026	Safety	23697	1054	HEH	1-94B & 23RD AVE W/CO 10	0			Grade, Aggr Base, Hot Bit Pav, Lighting	\$3,700,000	\$3,330,000	\$370,000	\$0	\$0		

Author: Will Hutchings (hutchingswill@end.gov) Subject: Sticky Note Date: 9/19/2025 3:32:45 PM
STIP lists from: N WOODLAND DR-19TH ST SE

Author: Stacey Hanson Subject: Sticky Note Date: 9/23/2025 1:41:26 PM
STIP has been corrected

Author: Will Hutchings (hutchingswill@end.gov) Subject: Sticky Note Date: 9/19/2025 3:31:43 PM
1050465

Author: Stacey Hanson Subject: Sticky Note Date: 9/23/2025 1:42:00 PM
STIP costs have been updated to match TIP

Author: Will Hutchings (hutchingswill@end.gov) Subject: Sticky Note Date: 9/19/2025 3:29:26 PM
105047

Author: Stacey Hanson Subject: Sticky Note Date: 9/23/2025 1:42:55 PM
STIP costs have been updated to match TIP

Author: Will Hutchings (hutchingswill@end.gov) Subject: Sticky Note Date: 9/19/2025 3:29:10 PM
95,277

Author: Stacey Hanson Subject: Sticky Note Date: 9/23/2025 1:42:41 PM
STIP has been updated to match TIP

Author: Will Hutchings (hutchingswill@end.gov) Subject: Sticky Note Date: 9/19/2025 3:28:58 PM
850141

Author: Stacey Hanson Subject: Sticky Note Date: 9/23/2025 1:42:28 PM
STIP costs have been updated to match TIP

Author: Will Hutchings (hutchingswill@end.gov) Subject: Text Box Date: 9/25/2025 12:06:03 PM

In STIP Missing here:									
FY	Program	PCN	Map Key	FundSce	Hwy Dir	Location	Length	Types of Work	Total
2027	Urban	24440	1138	SU	988	E	8TH AVE NW, 27TH ST NW	0.568	Reconstruction
2027	Urban	24440	1138	SU	988	E	8TH AVE NW, 27TH ST NW	0.568	Reconstruction
2027	Bridge		1115	IM	94	E	4 WEST OF US 83 NORTH	0.0001	Spall Repair, Struct/Incld
2027	Rural		1134	NH	1806	N	I-94 NORTH APPROX 10.845 MILES	10.791	Chip Seal Coat

Author: Stephen Larson Subject: Sticky Note Date: 9/26/2025 9:27:47 AM
All these projects will be included in the final TIP

BISMARCK MP10 TRANSPORTATION IMPROVEMENT PROGRAM 2026-2030 Page 2 of 4										
PROJECT FUNDING YEAR 2027										
ESTIMATED COST IN DOLLARS										
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION COST	AMENDMENT/ MODIFICATION (DSM)
BISMARCK	27.1.01	Intersect - Bismarck St and W Brown Ave Intersection (Remove existing traffic signal, install roundabout island & RTSPS crossing)	\$1,100,000	\$126,000	\$0	\$14,000	HEU	24620	NA	
BISMARCK	27.1.02	Urban Green Project - Bismarck Front Ave, 3rd St, and 5th St Front Ave from Madison St to 5th St, 3rd St from Front Ave to Main Ave, 5th St from Brown Ave to Main Ave) Add & Upgrade curb, gutter, & sidewalk repairs, ADA ramps, pavement markings, LED lighting, street trees (100% funded by local government, 50% DS, 50% DS, 50% DS, 50% DS, 50% DS, 50% DS, 50% DS, 50% DS, 50% DS, 50% DS)	\$1,096,000	\$1,096,000	\$0	\$1,446,000	UGP-CPU	24227	NA	
BISMARCK	27.1.03	Intersect - East Century Ave to Sunrise Park (Intersect Century Ave to Sunrise Park)	\$501,800	\$478,544	\$0	\$118,356	TAU	NA		
MANDAN	27.4.01	Intersect - 1st St to 2nd St (Intersect 1st St to 2nd St)	\$254,880	\$206,120	\$0	\$58,760	TAU	NA		
NDDOT	27.6.01	From 1st north approximately 10.845 miles C-Map Road Cost	\$830,913	\$526,784	\$124,129	\$0	NH	NA		
NDDOT	27.6.02	Urban Regional - Bismarck 7th St to 9th St 7th St from Broadway Ave to Front Ave, 9th St from Main Ave to Front Ave)	\$1,674,852	\$1,358,530	\$151,918	\$167,450	NHJ	23743	NA	
NDDOT	27.6.03	Urban Regional - Bismarck 10th St to 12th St 10th St from Broadway Ave to Front Ave, 12th St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.04	Urban Regional - Bismarck 13th St to 15th St 13th St from Broadway Ave to Front Ave, 15th St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.05	Urban Regional - Bismarck 18th St to 20th St 18th St from Broadway Ave to Front Ave, 20th St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.06	Urban Regional - Bismarck 21st St to 23rd St 21st St from Broadway Ave to Front Ave, 23rd St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.07	Urban Regional - Bismarck 26th St to 28th St 26th St from Broadway Ave to Front Ave, 28th St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.08	Urban Regional - Bismarck 31st St to 33rd St 31st St from Broadway Ave to Front Ave, 33rd St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.09	Urban Regional - Bismarck 36th St to 38th St 36th St from Broadway Ave to Front Ave, 38th St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.10	Urban Regional - Bismarck 41st St to 43rd St 41st St from Broadway Ave to Front Ave, 43rd St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.11	Urban Regional - Bismarck 46th St to 48th St 46th St from Broadway Ave to Front Ave, 48th St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.12	Urban Regional - Bismarck 51st St to 53rd St 51st St from Broadway Ave to Front Ave, 53rd St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.13	Urban Regional - Bismarck 56th St to 58th St 56th St from Broadway Ave to Front Ave, 58th St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.14	Urban Regional - Bismarck 61st St to 63rd St 61st St from Broadway Ave to Front Ave, 63rd St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.15	Urban Regional - Bismarck 66th St to 68th St 66th St from Broadway Ave to Front Ave, 68th St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.16	Urban Regional - Bismarck 71st St to 73rd St 71st St from Broadway Ave to Front Ave, 73rd St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	
NDDOT	27.6.17	Urban Regional - Bismarck 76th St to 78th St 76th St from Broadway Ave to Front Ave, 78th St from Main Ave to Front Ave)	\$1,480,752	\$1,202,314	\$114,730	\$168,588	NHJ	23743	NA	

In STIP Missing here:										
FY	Program	PCN	Map Key	FundSce	Hwy Dir	Location	Length	Types of Work	Total	Other
2027	Urban	24440	1138	SU	988	E	8TH AVE NW, 27TH ST NW	0.568	Reconstruction	\$1,000,000
2027	Bridge		1115	IM	94	E	4 WEST OF US 83 NORTH	0.0001	Spall Repair, Struct/Incld	\$27,040
2027	Rural		1134	NH	1806	N	I-94 NORTH APPROX 10.845 MILES	10.791	Chip Seal Coat	\$650,913

BISMARCK-MANDAN MPD - TRANSPORTATION IMPROVEMENT PROGRAM 2026-2036 Page 1 of 4																
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 (SNA)						
BISMARCK	26.1.01	Valley - Mandan 19th St and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$1,450,000	\$1,360,000	\$0	\$90,000	NEU	23645	NA							
BISMARCK	26.1.02	Century - Mandan 19th St and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$1,450,000	\$1,360,000	\$0	\$90,000	NEU	23646	NA							
BISMARCK	26.1.03	Century - Mandan 19th St and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$1,450,000	\$1,360,000	\$0	\$90,000	NEU	23659	2024							
BISMARCK	26.1.04	Century - Mandan 19th St and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$1,450,000	\$1,360,000	\$0	\$90,000	NEU	23659	2024							
MANDAN	26.4.01	Transportation Alternatives - Mandan High School Road (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$484,213	\$381,874	\$0	\$102,339	TAU	24407	2026							
MANDAN	26.4.02	Transportation Alternatives - Mandan High School Road (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$484,213	\$381,874	\$0	\$102,339	TAU	24408	2026							
NDDOT	26.6.02	2nd Bridge - I-94 (2nd Bridge - I-94)	\$2,389,423	\$4,780,481	\$102,842	\$0	BM	23789	NA							
NDDOT	26.6.03	2nd Bridge - I-94 (2nd Bridge - I-94)	\$2,389,423	\$4,780,481	\$102,842	\$0	BM	23789	NA							
NDDOT	26.6.04	2nd Bridge - I-94 (2nd Bridge - I-94)	\$2,389,423	\$4,780,481	\$102,842	\$0	BM	23789	NA							
NDDOT	26.6.05	2nd Bridge - I-94 (2nd Bridge - I-94)	\$2,389,423	\$4,780,481	\$102,842	\$0	BM	23789	NA							
NDDOT	26.6.06	2nd Bridge - I-94 (2nd Bridge - I-94)	\$2,389,423	\$4,780,481	\$102,842	\$0	BM	23789	NA							
NDDOT	26.6.07	2nd Bridge - I-94 (2nd Bridge - I-94)	\$2,389,423	\$4,780,481	\$102,842	\$0	BM	23789	NA							
NDDOT	26.6.08	2nd Bridge - I-94 (2nd Bridge - I-94)	\$2,389,423	\$4,780,481	\$102,842	\$0	BM	23789	NA							
NDDOT	26.6.09	2nd Bridge - I-94 (2nd Bridge - I-94)	\$2,389,423	\$4,780,481	\$102,842	\$0	BM	23789	NA							
NDDOT	26.6.10	2nd Bridge - I-94 (2nd Bridge - I-94)	\$2,389,423	\$4,780,481	\$102,842	\$0	BM	23789	NA							
NDDOT	26.6.11	2nd Bridge - I-94 (2nd Bridge - I-94)	\$2,389,423	\$4,780,481	\$102,842	\$0	BM	23789	NA							
LINCOLN PARK DISTRICT	26.7.01	Transportation Alternatives - Mandan High School Road (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$125,807	\$102,842	\$0	\$22,965	TAU	24408	NA							
UPDATE Cost and Description to include the Road Weather (SMS & ESS) references. -																
2026	Road	0008	BESS	0	0	0	0	ROAD WEATHER (SMS & ESS)	0	ITS	2026	\$1,235,635	\$1,000,000	\$235,635	\$0	\$0
In STIP Missing here:																
EX	Program	PCN	Year	Estimate	Year	Loc	Location	Length	Trans of Work	Total	Federal	State	Local	Other		
2026	Transportation Alternatives	1052	TAU	8TH AVE NW - MANDAN HIGH SCHOOL PEDE	0				Blowup/Walkway	\$484,213	\$391,874	\$0	\$92,339	\$0		
2026	Road	23658	1009	BM	14 W E OF BUS INTR TO E OF MENCKEN INTR	0.7708			Fencing, PCC Pave	\$1,071,081	\$28,773,873	\$1,917,08	\$0	\$0		
2026	Safety	23697	1054	HEN	1-94B & 23RD AVE W/C/O 10	0			Grade, Aggr Base, Hot Bit Pave, Lighting	\$1,700,000	\$1,330,000	\$370,000	\$0	\$0		

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 (NCPPI) Department of Civil and Environmental Engineering Michigan State University April 2012

FLEXIBLE PAVEMENTS

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

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

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

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

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

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

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

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

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

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

RIGID PAVEMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2026-2029 Transportation Improvement Program (Year 2026)

Legend

YEAR

--- 2026

YEAR

+ 2026

City Limits

MPO Planning Boundary

Missouri River



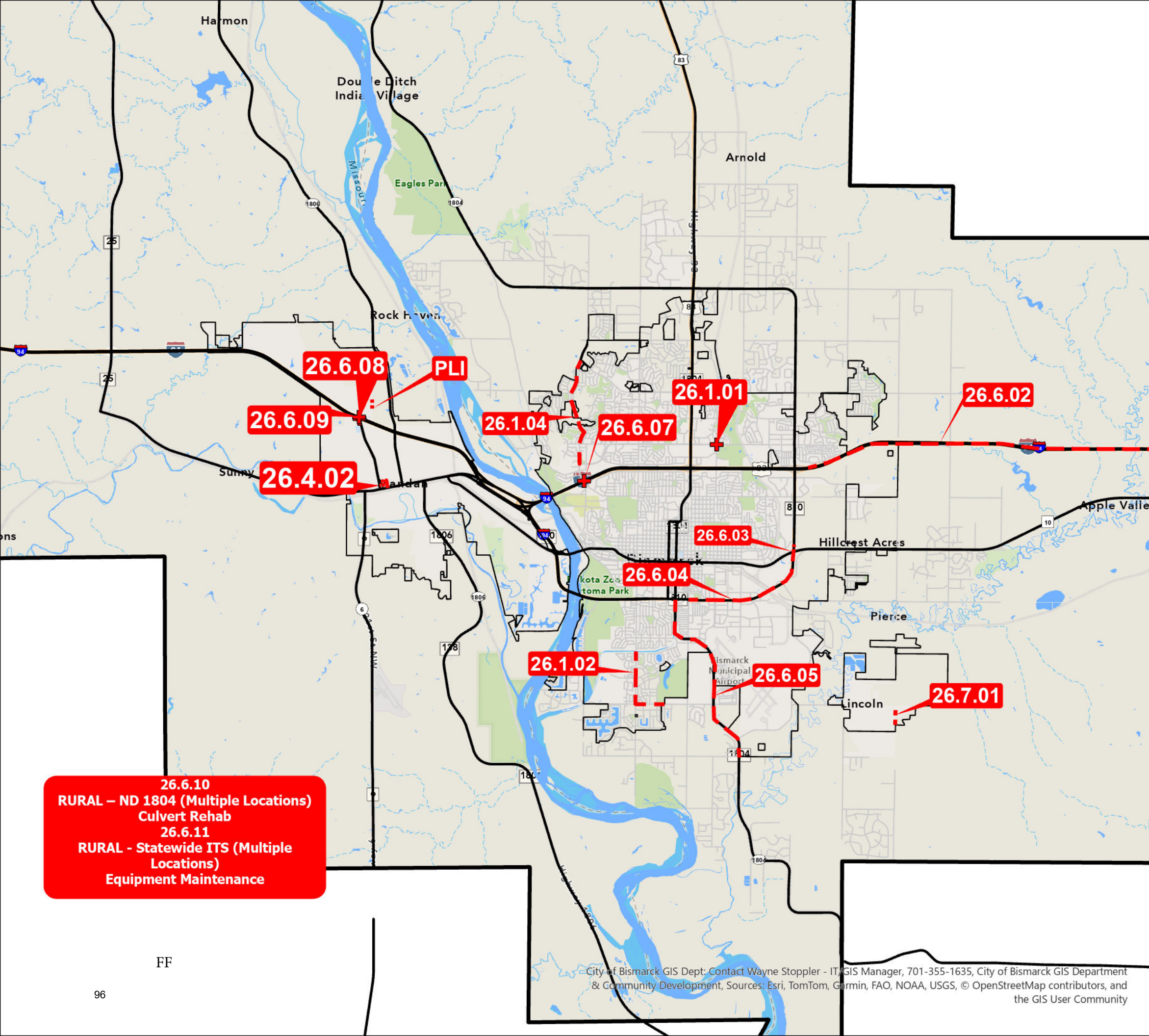
3.5

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

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

Legend

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



3.5

Miles

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

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

Legend

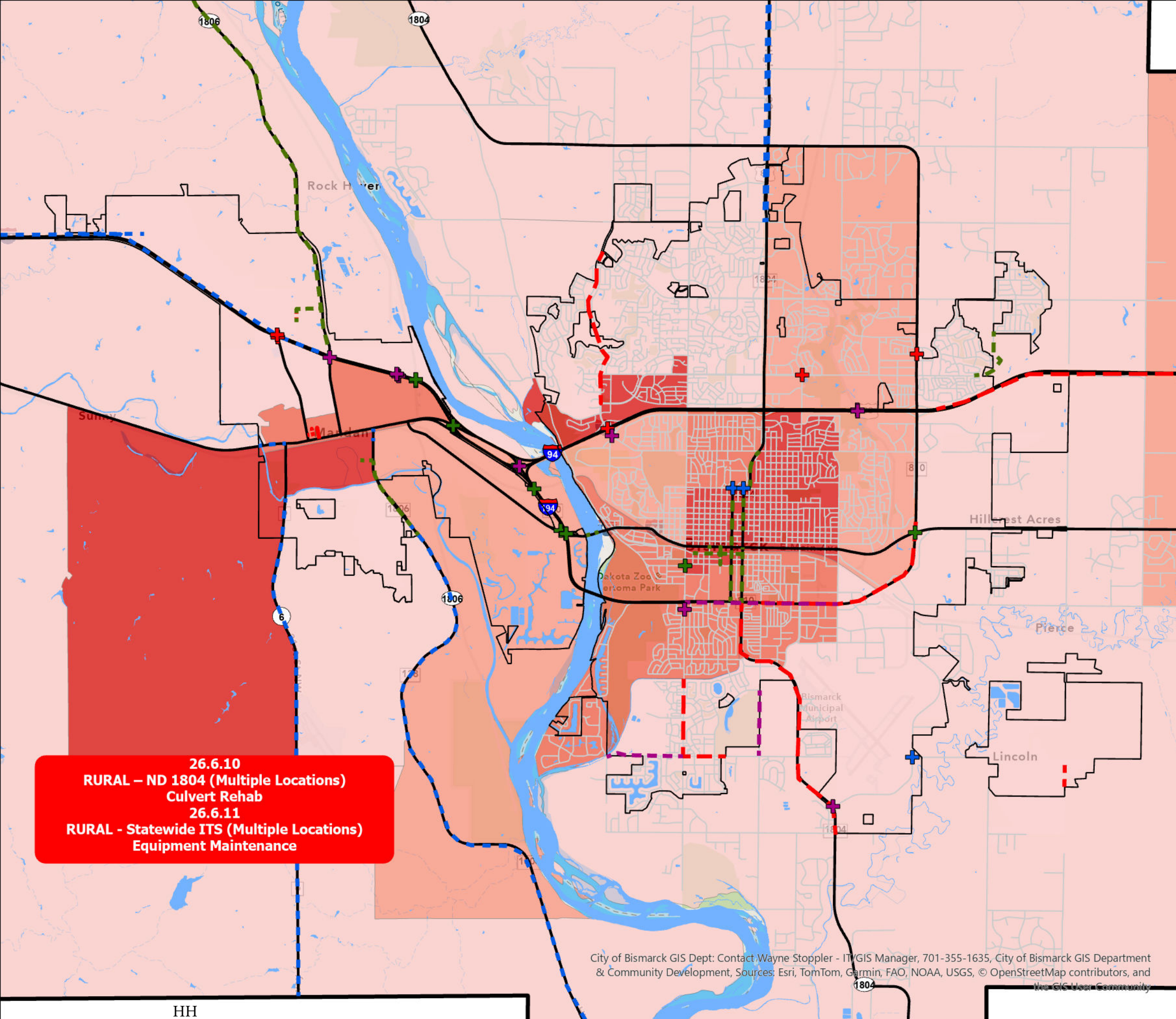
- YEAR**
- + 2026
 - + 2027
 - + 2028
 - + 2029
 - 2026
 - 2027
 - 2028
 - 2029
 - City Limits
 - MPO Planning Boundary
 - Missouri River
- Population in Poverty
(Census Block)**
- 0% - 5%
 - 5% - 10%
 - 10% - 15%
 - 15%+



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

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 Planning Boundary
- Missouri River

Minority Population

Custom

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

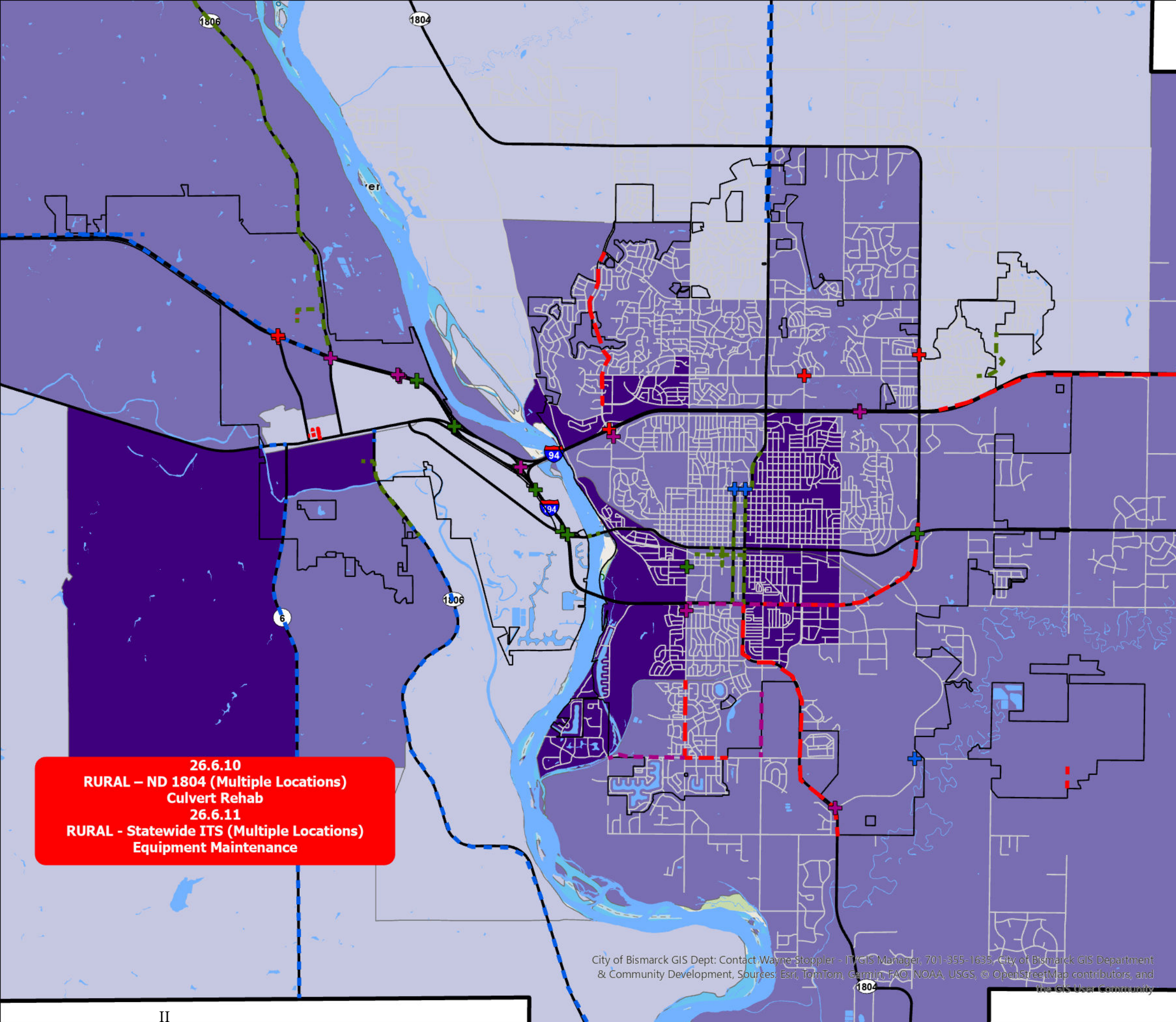


2.5

Miles

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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

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Resolution of Adoption

For the North Dakota Department of Transportation's 2026 HSIP Performance Targets (PM1)

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the North Dakota Department of Transportation (NDDOT) established statewide performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the HSIP performance measures; and

Whereas, MPOs establish HSIP targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target or commit to a quantifiable HSIP target for the metropolitan planning area; and

Now, therefore, be it resolved, that the Bismarck-Mandan Metropolitan Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of NDDOT's calendar year 2026 statewide HSIP targets (PM1) for the following performance measures:

Number of fatalities:	96.4
Rate of fatalities:	1.042 per 100 million vehicle miles traveled
Number of serious injuries:	438.2
Rate of serious injuries:	4.618 per 100 million vehicle miles traveled
Number of non-motorized fatalities and non-motorized serious injuries:	37.0

CERTIFICATE

The undersigned, duly elected chairperson of the Bismarck-Mandan Metropolitan Planning Organization Policy Board, certifies that the forgoing is true and correct copy of a Resolution, adopted at a legally convened meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board held on October 21, 2025.

Chair, Bismarck-Mandan MPO Policy Board

Date

Note: Targets are based upon federally established formulas, which utilize a 5-year rolling average of data maintained by NDDOT.

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**REQUEST FOR
PROPOSALS FOR
TRANSPORTATION PLANNING SERVICES**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) and Bis-Man Transit request proposals from qualified consultants for the following project:

2026 Transit Development Plan

Qualifications based selection criteria will be used to analyze technical proposals and interviews from responding consultants. The MPO reserves the right to reject any or all proposals. **This project has a not to exceed budget of \$180,000.**

Interested firms should contact, Paulette Jacobsen, Transit Planner, at the Bismarck-Mandan MPO, 221 N 5th Street P.O. Box 5503, Bismarck ND 58506. Contact can also be made via phone 701.355.1473 or by email: pjacobsen@bismarcknd.gov

All proposals received by 5:00 PM (CST) on Monday, November 17, 2025 will be given consideration for an interview. The Bismarck-Mandan MPO reserves the right to limit the interviews to a maximum of five (5) firms whose proposals most clearly meet the RFP requirements. Firms will be notified in writing or by phone of shortlist results. Successful candidates will receive date, time and location information for the interviews.

It is the responsibility of the consultant to ensure all required elements of the proposal are submitted. Proposals missing required elements will be rejected and consultants will be denied interviews.

Minority, women-owned, and disadvantaged business enterprises are encouraged to participate.

Respondents must submit one (1) electronic copy of the proposal. The full length of the proposal shall be no more than eight (8) pages. Appendix material is not counted toward the eight (8) page limit. Submittals must be received no later than 5:00 PM (CST) Monday, November 17, 2025, and may be emailed to:

pjacobsen@bismarcknd.gov

Once submitted, the proposals become the property of the MPO. Proprietary information must be clearly noted in the proposal, or it will be subject to open records laws.

REQUEST FOR PROPOSAL
TO PERFORM PLANNING SERVICES FOR:

Transit Development Plan



BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION

Paulette Jacobsen
Transit Planner

PROPOSALS MUST BE DELIVERED TO
BISMARCK-MANDAN MPO
BY 5:00 P.M. Central Time, Monday, November 17, 2025

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Appendix A: Proposed Sub-Consultant Request Form

Appendix B: Consultant Self Certification of Government-Wide Debarment and Suspension (Nonprocurement) Form

Appendix C: Certification and Restriction on Lobbying Form

Appendix D: Federal, State and Local Clauses

I. PURPOSE OF THE REQUEST

The purpose of this Request for Proposals (RFP) is to provide interested consulting firms with enough information about the professional services desired by the Bismarck-Mandan Metropolitan Planning Organization (MPO) for the following project:

2026 Transit Development Plan

The MPO is requesting services to complete an evaluation and operational analysis of the transit system managed by Bis-Man Transit, which serves Bismarck, Lincoln and Mandan, ND. This study will be in cooperation with the cities of Bismarck, Lincoln and Mandan; the Bis-Man Transit Board, the North Dakota Department of Transportation (NDDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

II. GENERAL INSTRUCTIONS

A. Any questions or comments regarding this proposal should be submitted to:

Paulette Jacobsen
Bismarck-Mandan MPO
221 N 5th Street
P.O. Box 5503
Bismarck, ND 58506-5503
Phone: 701-355-1473
pjacobsen@bismarcknd.gov

B. Proposals shall be submitted to:

Paulette Jacobsen
pjacobsen@bismarcknd.gov

C. All Proposals must be clearly identified and marked as follows:

NAME OF SUBMITTING FIRM
Proposal for:
2026 Transit Development Plan
Bismarck-Mandan MPO

D. The MPO will only consider proposals received prior to 5:00 PM Central Time on Monday, November 17, 2025. One (1) electronic copy must be received by the deadline. Electronic copies may be emailed to: pjacobsen@bismarcknd.gov. Proposals received after the 5:00 PM deadline will be considered unresponsive and will not be considered for an interview. The MPO reserves the right to reject any or all proposals.

E. Proposal Cut Down:

The Selection Committee intends to interview between three (3) and five (5) consultants, depending on the number and quality of proposals received. Strength of the written proposals will be the basis for awarding an interview. Consultants who are awarded an interview will be notified by phone or email between December 1 - 5, 2025. Consultants not selected for an interview will be notified in writing.

F. Selection Committee: The Selection Committee will consist of a five (5) person panel; four (4) voters and one (1) moderator. Committee members represent the following entities: City of Bismarck, City of Lincoln, City of Mandan, Bismarck-Man Transit. The MPO Project Manager will moderate the interviews. In the case of a first ranked tie, the moderator's ranking will provide the tie-breaking score.
G. Interviews: Consultants will be evaluated on both the written proposal and in-person interviews, which may be conducted either in-person or remotely (TBD). Ranking is based on the criteria listed in Section V: Evaluation Criteria and Process. Interviews are planned to be held December 8 – 11, 2025. Consultants will be given forty-five (45) minutes for their proposal and Q&A. Consultants manage their own time and are encouraged to leave space at the conclusion of their presentation for questions and answers. If remote, the MPO project manager will provide a TEAMS link for the interview.
H. Disadvantaged Business Enterprise: In the event that multiple consultants are equally ranked as the top consultant, additional positive consideration will be given to proposals which employ a Disadvantaged Business Enterprise (DBE) company. The DBE company must be certified with the North Dakota Department of Transportation (NDDOT). This applies equally to the prime or sub-consulting company, and any such company should be identified in the proposal.
I. Selection and Approvals: Selection will be based on the interview committee's recommendation. All interviewees will be notified of the selection results in writing. Approval of the top ranked consultant will be requested of the MPO's TAC and Policy Board on December 15 & 16, 2025, respectively.
J. Contract Negotiations: Contract development will begin immediately after Policy Board approval of the top-ranked consultant. The MPO has a template contract which will be used for the study. Consultant will be required to prepare a scope of work and final fee schedule, which will be included in the contract. The draft contract is reviewed by MPO Staff, its partners, and legal counsel(s). After negotiations, the MPO intends to execute the contract upon staff authority. (Disclaimer: This contract will be subject to a financial assistance contract between the state of North Dakota and the USDOT). Final negotiations will include submission of: 1) Prime Consultant scope of work and final fee schedule not exceeding \$180,000 (2026 \$99,000 & 2027 \$81,000) 2) Scope of work and fee schedule for <u>ALL</u> Subconsultants 3) Prime Consultant Certificate of Liability Insurance 4) Prime Consultant Indirect Cost Form (blank form will be provided by MPO) 5) SFN 60233: Prime Consultant Request to Sublet Form (blank form will be provided by MPO) 6) Up-to-date SF330 Form for NDDOT (See Section III: Content of Proposals).

III. CONTENT OF PROPOSALS

Length of Proposals:

The length of the main body of the proposal shall be limited to eight (8) pages and these pages shall be numbered. The cover page, the table of contents, and the appendix material are not counted in the (8) page limit. These may be numbered distinct from the main body or not numbered all, and consultants may use as many pages as needed for these elements.

Required Elements for Proposal:

The consultants are requested to be as brief and concise as possible. The main body of the proposal shall address the following major sections:

1. Description of firm
2. Organizational chart showing project team and general activities
3. Table of key individuals' time-available for project/study
4. Understanding of project and proposed work approach
5. Brief examples of past, pertinent work projects

Required Elements for Appendix:

The consultant's appendix must include the following items unless noted as 'optional'. The following items will not count toward the eight (8) page limit and may take as many pages as needed.

- **Proposed Project Schedule:** Proposed schedules may begin as soon as January 20, 2026, and should detail all activities necessary to complete the study. Activities may include but are not limited to:
 - Contract Negotiations
 - Monthly Updates (via telephone or in person) to MPO TAC and Policy Boards
 - Updates (as needed) to the Bis-Man Transit Board.
 - Data Acquisition (provided, as available, by MPO, NDDOT, City of Bismarck, City of Lincoln, City of Mandan, and Bis- Man Transit)
 - Stakeholder Interviews/ Bis-Man Transit Board
 - Steering Committee Meetings/ Activities
 - Public Outreach Activities (webpage, meetings, social media, news releases, etc.)
 - Public Input Meetings
 - Documents/Tech Memos for Study Milestones
 - Draft Report Development
 - Draft Report Review by Steering Committee, MPO, NDDOT, FHWA, and FTA (required before presentation to the Bis-Man Transit Board, City Commissions, and MPO Boards)
 - Final Presentations to the Bis-Man Transit Board, Bismarck City Commission, Lincoln City Council, Mandan City Commission, MPO TAC and Policy Board.
- **Quality Control/Quality Assurance (QC/QA) program:** Detail the program that will be used on the project. This (QC/QA) program must identify the team members, their responsibilities, and stages of development at which each is to be responsible.
- **Required Qualification Based Selection (QBS) Documents:**
 - Signed Proposed Sub-Consultant Request Form (Appendix A)
 - Signed Consultant Self Certification of Government-Wide Debarment and Suspension (Nonprocurement) Form (Appendix B)
 - Signed and Notarized Certification and Restriction on Lobbying Form (Appendix C)
- **Resumes or list of Personnel:** Detail who will be assigned to work on the project (including titles, education, and/or work experience).
- **Optional:** Consultants are encouraged to update or complete a Federal Standard Form 330 (Architect-Engineer Qualifications). The SF 330 is an NDDOT requirement, and proves the consultant is pre-qualified to provide architectural, engineering and/or planning services for NDDOT. Consultants will not be penalized if the SF 330 is omitted in their proposal, but **the consultant selected for contract negotiations must provide an active SF-330 before the contract can be signed.**

See <https://www.dot.nd.gov/construction-and-planning/consultants-and-engineers> for link to the SF 330. All SF 330 forms will be kept on file by the MPO and forwarded to NDDOT.

Disclosure of Proposal Ownership:

At the conclusion of the selection process, the contents of all proposals will be subject to the City of Bismarck's Open Records Law and may be open to inspection by interested parties. Any information included in the proposal that the proposing party believes to be a trade secret or proprietary information must be clearly identified in the proposal. Any identified information documented as such and protected by law may be exempt from disclosure.

IV: ADDITIONAL REQUIRMENTS AND MISCELLANEOUS INFORMATION

State, Federal and Local Contract Requirements:

The City of Bismarck as the MPO's Host Agency, the NDDOT, and FHWA require that specific clauses accompany federally funded projects executed by the MPO. Consultants should be prepared to abide by the necessary clauses which are included verbatim and unaltered in all potential MPO contracts. *The clauses can be reviewed in Appendix D: State, Federal and Local Clauses.*

Ownership of Work Product:

One additional clause not included in Appendix D, but required due to the use of Federal Funds, is the 'Ownership of Work Product Clause'. Consultants and subconsultants should be prepared to abide by the following:

Ownership of Work Product: All work products and copyrights of the contract, which result from the contract, are the exclusive property of BMMPO and NDDOT, with an unlimited license for use by the federal government and its assignees without charge.

General Information:

Bismarck-Mandan MPO reserves the right to enter into a supplementary agreement to have the selected firm perform any additional work not currently assigned.

If the contract is terminated prior to completion of the final report, all work completed, which has been compensated for, shall become the property of the Bismarck-Mandan MPO and NDDOT, as per the 'Ownership of Work Product' Clause. The final report will be submitted using the following formats and standards, if applicable:

- MS Word/ MS Excel
- Adobe Acrobat (Standard or Compatible)
- NDDOT Data Collection Codes and Procedures
- NDDOT and/or City, as applicable, Drafting Standards
- NDDOT Design Manual
- ArcGIS Online
- GIS Shapefiles

V. EVALUATION CRITERIA AND PROCESS

The selection process will be completed in accordance with Bismarck-Mandan MPO policies. Written proposals shall address the firm's ability to perform the necessary services in the allotted time with qualified personnel. Selection will be based on an array of measures chosen from the following criteria:

1. Recent, current, and projected workloads
2. Ability of professional personnel (staff experience and technical capabilities)
3. Related experience on similar projects
4. Location
5. Project understanding, issues and approach
6. Past Performance
7. Willingness to meet time and budget
8. Recent and current work for the agency
9. Project Schedule

The final selection will be based on written proposals along with in-person interviews. All firms not selected will be notified in writing.

Positive consideration will be given to proposals which employ a Disadvantaged Business Enterprise (DBE) company. See Section II: General Instructions for more information.

A final scope of work will be developed and price will be negotiated with the successful firm. An agreement will be executed with a single firm. If unable to arrive at a mutual agreement with the top ranked firm, the MPO retains the right to move on to negotiations with the second (then third, etc.) ranked firm. Approved sub-agreements for minor portions of the work will be permitted.

VI. REGIONAL CONTEXT AND EXISTING CONDITIONS

Bismarck-Mandan MPO Region:

The Bismarck-Mandan MPO consists of the cities of Mandan, Bismarck, and Lincoln, and the metropolitan portions of Burleigh and Morton County. The MPO has a performance-based planning process that supports metropolitan community development and federal, state and local transportation goals. These plans and programs are intended to lead to the development of an integrated, multi-modal metropolitan transportation system that facilitates the safe, efficient and economic movement of people and goods.

The MPO planning area is roughly 394 square miles and is bisected from north to south by the Missouri River and is generally comprised of rolling topography throughout. The MPO area has a population of approximately 123,000 and 50,000 households (Source: US Census Bureau 2020 Decennial Census). One of the more noteworthy challenges facing the MPO planning area is the heightened level of growth, experienced largely due to energy development in western North Dakota from 2011-2015. Historic growth trends in the MPO area have traditionally hovered within a 1% to 1.5% annual rate of population growth. The currently adopted growth projection is a "Continuation of Past Trends", or a 1.1% annual growth rate for the period between 2025 and 2050.

While the population growth is generally perceived as positive, there are some noteworthy concerns, specifically: the impact of recent growth on public service costs, the continued ability of the MPO region to grow in an efficient manner, and the ability to maintain the high quality of life enjoyed by residents of the communities. Heightened rates of growth strain many aspects of the region's transportation infrastructure and create increased demands on area municipal services, schools, and transportation. Topography, man-made barriers, and historical development patterns have contributed to challenges regarding roadway connectivity. The MPO's local jurisdictions have worked diligently to meet these needs and now must develop a balance to accommodate the expanding systems but also maintain current, aging infrastructure. The MPO has a planning process that supports metropolitan community development and social goals. These plans and programs are intended to lead to the development of an integrated, multi-modal metropolitan transportation system that facilitates the safe, efficient and economic movement of people and goods.

Bis-Man Transit:

The Bis-Man Transit system was originally developed in 1989-1990. It was designed as a coordinated transportation system to replace several smaller individual programs.

Transit services are run out of the Bis-Man Transit offices, located at 3750 East Rosser Avenue. This location also serves as the regular stop and depot for the Jefferson Lines inter-state bus service.

The City of Bismarck is designated as the grantee for Federal Transit funds and owns the building, vehicles and equipment of the Bis-Man Transit service. The City passes federal funds to the Bis-Man Transit Board, who is the broker for public transportation in the community. Numerous City departments, as well as the MPO, provide monitoring and oversight of Bis-Man Transit's administrative processes to ensure federal requirements are met and maintained.

The Bis-Man Transit Board is comprised of nine members. Board members serve voluntarily and have three-year terms. Placement onto the board is achieved through individual application followed by popular vote of the current board's contingency. The Board provides members to an Executive Committee, a Finance Committee, and an Administrative Committee which confer on committee-specific items. The Board also considers recommendations provided through a citizen-led advisory committee known as CTIC (Community Transportation Input Committee). The Bis-Man Transit Board employs three staff persons to manage the administrative duties of the Transit offices: a Transit Executive Director, a Marketing and Mobility Specialist, and a Transit Accountant.

The Bis-Man Transit Board contracts with We Drive U (formerly National Express), to operate the area's public transportation service. We Drive U provides all drivers, dispatchers, and maintenance personnel, as well as the management to employ these persons. We Drive U also staffs the Jefferson Lines bus depot.

Bis-Man Transit, as a public transportation service, has two operational components. The paratransit service, which was the community's original service, is called Bis-Man Transit. The fixed-route service, which began in 2003, is known as Capital Area Transit (CAT). Weekly paratransit services run 18.5 hours on Monday thru Saturday (5:30am -12am) and seven hours on Sunday (7:30am - 2:30pm). Weekly CAT service runs 12 hours on Monday thru Friday (7:00am – 7pm), six hours on Saturday (8:00am – 7:00pm), and zero hours on Sunday.

The Bis-Man Transit Board, their staff, and We Drive U have looked into alternative modes of public transportation. This includes a premium demand-response option which can be made available to the entire community (and not only paratransit eligible individuals) or other micro-transit opportunities. They would like to continue this investigation in the current study.

The paratransit service logged approximately 459,182 miles within the Bismarck-Mandan service area and the City of Lincoln in 2024. The CAT fixed-route service logged 346,254 miles in the same period, but does not extend to Lincoln.

The paratransit service made 90,207 trips in 2024, and the CAT fixed-route service made 121,538 trips in the same period.

In 2017, the Bis-Man Transit Board, with approval from the Bismarck City Commission, implemented service changes that reduced the hours of service and eligibility for paratransit ridership. These changes were an attempt to 'right-size' the operations and become more financially sustainable. These changes did decrease paratransit ridership somewhat, and produced a very small shift to fixed-route ridership. Further, the last fixed-route re-design occurred in 2021. The Bis-Man Transit Board and staff are relatively pleased with these service changes.

Monthly paratransit and CAT ridership has been listed in the tables below:

CAT Bus	2021	2022	2023	2024	2025	Paratransit	2021	2022	2023	2024	2025
January	3,878	5,131	6,950	8,537	11,938	January	6,066	7,439	7,962	7,333	8,107
February	4,065	5,209	6,433	9,571	11,065	February	6,194	7,197	7,506	7,300	7,270
March	4,488	5,802	6,911	9,142	12,193	March	7,495	8,720	8,006	7,721	7,955
April	4,087	5,056	7,598	8,956	13,005	April	6,825	6,559	7,067	7,706	8,108
May	4,559	5,765	9,145	9,399	12,637	May	6,834	8,074	7,832	7,622	7,840
June	4,694	5,784	9,090	9,083	11,400	June	7,437	8,217	7,925	6,768	7,496
July	4,096	7,154	8,626	8,788	10,462	July	7,324	7,521	6,846	7,288	7,989
August	4,770	7,635	8,816	11,576	10,877	August	7,903	8,424	7,067	7,598	7,812
September	5,298	6,954	8,900	11,157		September	7,526	7,695	6,686	7,287	
October	6,147	7,822	10,756	13,348		October	7,825	7,809	7,616	8,388	
November	5,604	7,139	9,609	11,421		November	7,372	6,763	6,914	7,498	
December	5,058	5,145	7,702	10,560		December	7,402	6,012	6,324	7,698	
	56,744	74,596	100,536	121,538	93,577		86,203	90,430	87,751	90,207	62,577

VII. OBJECTIVE

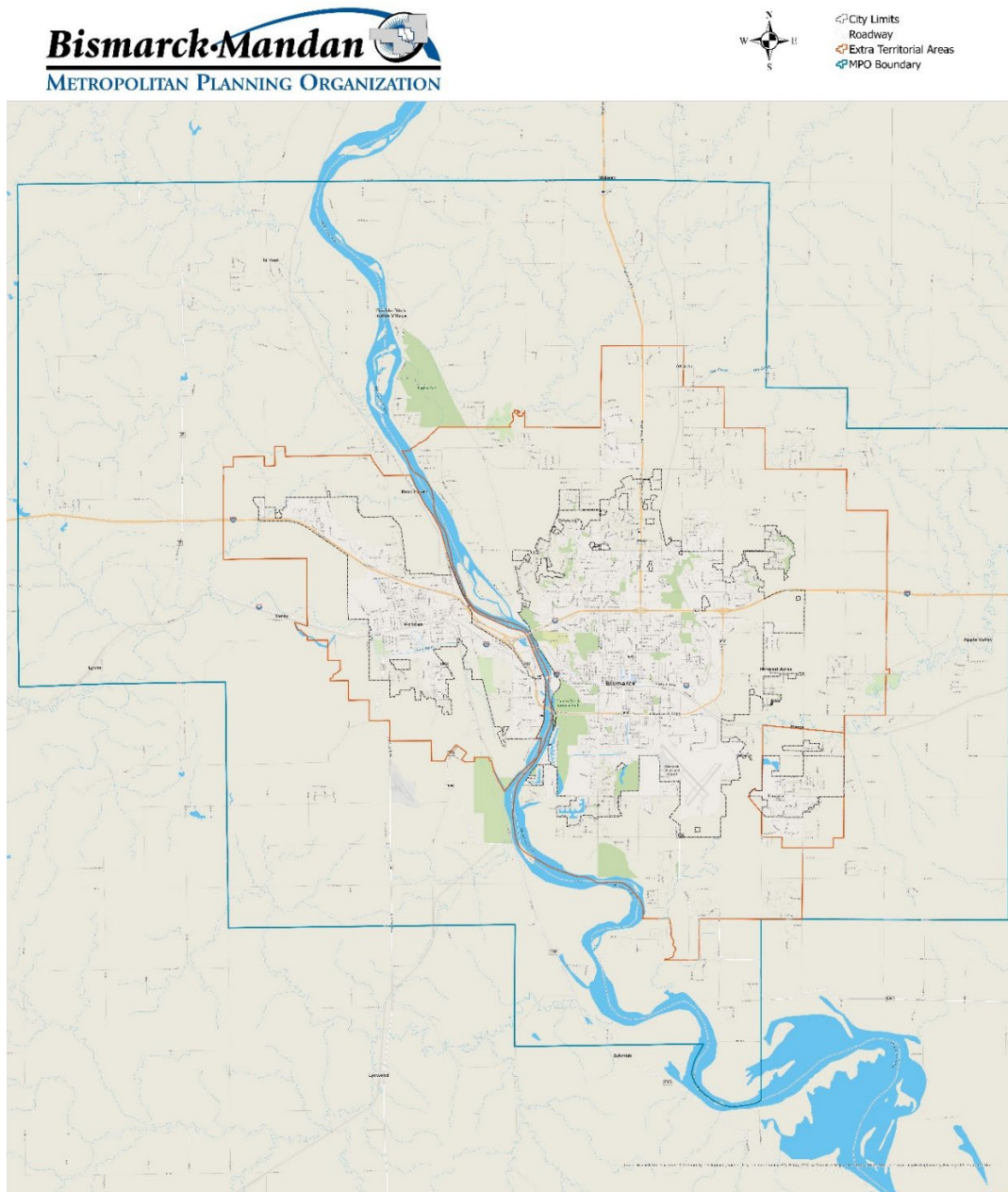
The purpose of this study is to provide the Bismarck-Mandan MPO and Bis-Man Transit with a quality and usable guide to improve operations in a financially constrained manner. The study should evaluate and build upon the previous TDPs but provide additional guidance where improvement is needed.

The study should be comprehensive in its discussion of recommendations and potential outcomes. Recommendations should be achievable in a strategic manner and backed by a clear, logical rationale that is useful for decision-makers, staff, and community members. Exceedingly clear and thorough communication is required for this study.

VIII: STUDY AREA

The study area encompasses transits current service area, which includes the corporate limits of Bismarck and Mandan AND $\frac{3}{4}$ of a mile from an existing route. Routes may be viewed on the Bis-Man Transit website:

www.bismantransit.com/



IX. SCOPE OF WORK

Project Management:

This task involves activities required to manage the project including staff, equipment, and documentation. It also includes the preparation of progress reports, documenting travel and expense receipts, and preparing and submitting invoices in a timely manner (monthly). This task includes monthly progress reports to the MPO, Bis-Man Transit Board and Transit Staff, the Technical Advisory Committee, and to the Policy Board.

Steering Committee:

The MPO project manager will assist the consultant in developing a Steering Committee(s) for the study. The Committee(s) may contain but are not limited to the following members:

- City Engineers/ City Traffic Engineers
- City Planners
- Staff of Bis-Man Transit
- Staff member(s) of the MPO
- Human Service Providers representing seniors and/or individuals with disabilities
- Members of the CTIC
- City Officials or representative staff for the interests of Bismarck, Mandan and/or Lincoln.
- Transit Board Members (preferably not to exceed a quorum)
- NDDOT Local Government Division
- FHWA
- FTA

The consultant shall meet with the Steering Committee periodically, and as necessary, during the study process to review data and recommendations.

The consultant shall provide progress/technical memorandums at key points throughout the study process. Sufficient copies shall be provided for the distribution to the Steering Committee.

Involvement with the Transit Board:

Consultant is expected to regularly meet with the Transit Board and consider their input in identifying the future vision for Transit and recommendations for the Transit Development Plan. Study updates should be given to the Transit Board every 2-4 months, or as needed. These presentations are intended as general updates, not opportunities to steer the study. MPO staff feels it would be more beneficial for the Transit Board to designate members to sit on the steering committee and/or participate in Full-Board design charrettes to provide guiding input.

Special Requests by Bis-Man Transit:

1. Objective
 - a. Identify the long-term vision for transit in our community. Consider the needs and wishes of Users, Citizens, Commissions, and Transit Board and Transit Staff.
 - b. Involve the public in further discussion on funding challenges for Transit. How can transit involve the community so they better understand the 'why' behind service changes so that Transit's reputation remains favorable in the communities.
2. Facility/Service Analysis and Peer Comparisons
 - a. Evaluate the effectiveness of the current fixed-routes
 - b. Comparison of the facility/services versus peer communities
 - c. Compare cost of services to peer communities

- d. Identify communities whose cost of service (per trip) equals that of Bis-Man Transit

3. Facility/ Service Recommendations

- a. Review current fixed route system. Identify potential changes/ additions to fixed routes.
- b. Recommend alternative types of Transit services
 - i. Offering service at a premium rate (outside ADA required hours and holidays)
 - ii. Demand Response service
 - iii. Micro-Transit
- c. Develop location for fixed bus stops and outline entities/avenues for funding new stops.
- d. Evaluate system need for a new central Transit Hub.
- e. Tie services recommendations back to public comments and financial forecast.
- f. Identify potential impact to brokerage contract resulting from recommended service changes.

Policy Guidance & Federal Requirements:

Consultant should review local, state and federal policies and requirements that impact the operations and performance of Bis-Man Transit in providing public transportation services. These may include but not be limited to:

- 1. Safety and Security Performance Measures/Targets
- 2. Transit Asset Management (TAM) Plan

Monthly TAC and Policy Board Meetings:

The consultant will provide monthly updates (i.e. progress reports) to the MPO TAC and Policy Boards. Updates will be conducted verbally and with written memorandums, briefly updating board members on the status of the project. A minimum of one (1) personal appearance is also required before the TAC and Policy Board during the development or completion of the study.

Public Involvement:

See Section XI: Public Involvement Plan for detailed information.

X. REVIEW AND COMPLETION PROCESS

A. Draft Development and Review:

A draft report shall be produced after all recommendations have been developed and approved by the Steering Committee(s). Electronic and/or paper copies of the draft report shall be provided for the Steering Committee(s), the MPO project manager, the Bis-Man Staff, Bis-Man Transit Board or designees, NDDOT, FHWA and FTA for their review and comment. All comments from the MPO, NDDOT, FHWA, and FTA shall be addressed to the respective entity's satisfaction prior to development of the final draft and final presentations.

B. Final Presentations/ Completion:

The draft report shall be advertised and made available to the public for a minimum of fifteen (15) days before the final presentations. All comments received from public meetings and public input opportunities shall be addressed, summarized, and included in the appendix of the draft final report.

The consultant will be requested to make a presentation, either in person or remotely, to the Bis-Man Transit Board, the Bismarck Board of City Commissioners, Lincoln City Council, the Mandan Board of City Commissioners, the MPO Technical Advisory Committee and the MPO Policy Board for review and acceptance/approval of the draft final report. Approval of the draft final report by the MPO Policy Board, and subsequent distribution of study deliverables, will mark the completion of the study.

C. Deliverables:

The final study report shall be produced after all comments on the draft report are addressed, final presentations are complete, and the report has been approved by the MPO TAC and Policy Board. Up to six (6) paper copies as well as one (1) pdf-based electronic copy shall be provided. All products are to be delivered to the MPO project manager for dissemination to the appropriate City, Transit or MPO staff, Transit Board Member, TAC or Policy Board Members, and oversight entity.

Schedule for Contract Development and Final Study Deadline:

RFP Submittal Deadline	Nov. 17, 2025
Notification for Interviews	Dec. 1 - 5, 2025
Interviews and Notification of Ranking	Dec. 8 - 11, 2025
Consultant Approval(s)	Dec. 16, 2025
Formal Notification of Firms	Dec. 16 - 18, 2025
Negotiation of Work Fee and Scope of Work	Dec. 16, 2025 - Jan. 6, 2026
Notice to Proceed	Jan. 20, 2026 (Approx.)
Final Project Report & Presentations	May 31, 2027

XI. PUBLIC INVOLVEMENT PLAN

Special Note: Consultants should expect a high degree of public engagement and public opinion from this study, particularly regarding any proposal to adjust paratransit services. The MPO and Bis-Man Transit recommend assigning staff who are well-versed in successful public engagement and mediation. This will help ensure all members of the public are respectfully heard and engaged throughout the study process.

In order to achieve the proposed vision for the Transit System, it is imperative that residents, businesses, human service providers, and stakeholders be involved in the development of the study. Direct effort should be made to obtain meaningful input and broad-based support from the community. Consultants shall prepare a Public Involvement Plan that is consistent with the MPO Public Participation Plan and complies with Title VI of the Civil Rights Act of 1964. The following are the minimum public involvement activities the consultant should include:

- 1) The study will have two (2) public involvement opportunities for the general public. Each public involvement opportunity will consist of two (2) meetings, one in Bismarck and one in Mandan. The general public should include residents, businesses, and community stakeholders. Public involvement opportunities may be in-person, online, or hybrid. All input and attendance from the public input opportunities shall be recorded and all concerns and suggestions will be addressed and included in the study document.
- 2) A website for the study that will be interesting, provide up-to-date information, and be easy to use by the public. The consultant is encouraged to include recorded versions of public presentations and provide additional opportunity for public comments.
- 3) Six (6) final presentation meetings, with potential for each to be a public meeting. One meeting with each of the following entities:
 - Bis-Man Transit Board
 - Bismarck Board of City Commissioners
 - Lincoln City Council
 - Mandan Board of City Commissioners
 - MPO Technical Advisory Committee (TAC)
 - MPO Policy Board (PB)

Community Engagement:

Consultants are encouraged to reach out to the community at large and interested or affected community members. Consultants are encouraged to use novel means to inform the public and gather their opinions. Suggested ideas could include but are not limited to: flyers; updates in city bulletins, radio or television PSAs; coordination with local public or commercial media outlets; presentation to community/ business groups, and public meetings.

Online Engagement:

The consultant shall create a website to keep the public informed and engaged regarding the study. The website should include regular updates, including pertinent study documentations, maps, online surveys, public involvement opportunities, and the drafts and final reports. The website should also track hits/visits to the site.

Consultants are required to dedicate one or more staff to the development and maintenance of social media posts or other online engagement tools to enhance the public involvement process and encourage the public's participation.

Newspaper Engagement:

Public meetings and final presentations will be advertised in the local newspaper(s). Consultants are responsible for preparing newspaper advertisements for public meetings and final presentations. The MPO reviews the ads, provides necessary modifications to language and formatting, and coordinates and pays for printing with the local newspaper(s).

XII: INFORMATION AVAILABLE TO THE CONSULTANT

The following resources/data/information are available for the project from the Bismarck-Mandan MPO and its partners:

Past Transit Plans:

1. [2023 Transit Development Plan](#)
2. [2017 Transit Development Plan](#) – 2019
3. [2011 Transit Development Plan](#) (Mobility 2017) – 2012
4. [2006 Transit Development Plan](#)
5. [Bis-Man Transit Management Alternatives Study](#) – (2011)

Major MPO Documents:

6. [2025-2028 Transportation Improvement Program](#)
7. [Arrive 2050 \(2025-2050 MTP\)](#)
8. [Travel Demand Model Review and Socio-Economic Projections Final Report](#) – 2024

Pertinent MPO Transportation Studies and Data:

9. [Safe-Routes to Services Complete Streets Study](#) - 2024
10. [East Main Avenue Corridor Study](#) – 2023
11. [Sunset Drive Corridor Study](#) - 2023
12. [ITS Architecture Update](#) – 2021
13. [Bismarck-Mandan Intersection Analysis Study](#) – 2020
14. [US 83 Alternative Study](#) – 2019
15. [Downtown Mandan Subarea Study](#) – 2018
16. [2018 Freight Plan](#) – 2018
17. [Bismarck-Mandan Bicycle and Pedestrian Plan](#) – 2017
18. Bismarck-Mandan School Safety Crossing Study – 2017
 - a. [Bismarck Public Schools Final Report](#)
 - b. [Mandan Public Schools Final Report](#)
19. [Mandan and Bismarck Corridors Improvement Study](#) – 2016
20. [Northeast Bismarck Subarea Study](#) – 2015
21. [Downtown Bismarck Subarea Study](#) – 2014
22. 2014 Fringe Area Master Plan – 2014
 - c. [Burleigh-Bismarck-Lincoln](#)
 - d. [Mandan/Morton](#)
23. [North Mandan Subarea Study](#) – 2013
24. [43rd Avenue Corridor Study](#) – 2013
25. [North Mandan Subarea Study](#) – 2013
26. [NW Bismarck Subarea Study](#) – 2011
27. [Lincoln and Bismarck Connection Study](#) – 2008
28. Land base/Infrastructure data from member jurisdictions
29. Colored Digital Orthophotography – 3-inch resolution – 2020
30. Digital Elevation Data – 1-foot contours – 2020

MPO General Documents

31. [Bismarck-Mandan MPO Monitoring Report](#) –2016/2019
32. [MPO Public Participation Plan](#)
33. [MPO Title VI/Non-Discrimination Plan](#)

Partner/Jurisdictional Plans and Information:

34. 2021-2025 Bis-Man Transit Ridership Statistics (revenue hours, miles, ridership, and on time performance)
35. [Together 2045: Bismarck Compressive Plan Update](#)
36. [ND State Freight and Rail Plan](#)
37. [Bis-Man Transit Coordinated Public Transit-Human Services Plan](#) – 2022
38. [ND Moves Plan \(Statewide Active and Public Transportation Plan\)](#) – 2019
39. [2017 Bismarck Livability Survey Documents](#) – 2017
40. [Mandan Land Use and Transportation Plan](#) – 2015
41. [City of Bismarck Growth Management Plan](#) – 2013



PROGRESS REPORT

SRF COMMISSION NO.	16072.00
PROGRESS REPORT NO.	09
DATE	October 7, 2025

REPORTING PERIOD	September 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 69%. Will continue to monitor closely.

Description of Travel/Expenses

Luke traveled roundtrip, 396.0 miles to SRF Bismarck Office from SRF Fargo Office on September 25th for Steering Committee Meeting #4. Luke printed 580 copies for Steering Committee meeting on September 25th.

SCHEDULE / BUDGET SUMMARY

TASK	BUDGET % COMPLETE	NOTES	STATUS
Task 1 – Project Management/Meetings	79%	- Project Management Team (PMT) Bi-weekly progress calls & coordination, as needed. - September TAC & Policy Board Meetings. - Steering Committee Coordination, Preparation, and Facilitation of meeting on 9/25/2025.	On Schedule
Task 2 –Data Collection	100%	Final data collection & organization for HIN Deep Dive Analysis	Complete
Task 3 – Action Plan Development	51%	- HIN Deep Dive Analysis - Coordination & Preparation of Countermeasure Toolkit - Draft Demographic Analysis	On Schedule
Task 4 –Draft and Final Report	10%	<i>No Activity in Billing Cycle.</i>	On Schedule
Expenses	49%	See description of travel and print copy cost above.	
Total	69%		On Schedule
Subconsultant (ESG)	61%	See attached ESG Invoices #1044 & #1045.	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

<u>Project Progress / Concerns</u> 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

PROGRESS REPORT

SRF COMMISSION NO.	16072.00
PROGRESS REPORT NO.	08
DATE	September 30, 2025

REPORTING PERIOD	September 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

<u>Project Progress / Concerns</u> Client coordination and meetings Steering Committee Meeting
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SCHEDULE / BUDGET SUMMARY

TASK	BUDGET % COMPLETE	NOTES	STATUS
Task 1 – Project Management/Meetings	55%	Bi-weekly progress calls & coordination	On Schedule
Task 3 – Action Plan Development	63%		On Schedule
Expenses	0%		
Total	61%		On Schedule

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2025 ITS Regional Architecture Update

Percentage completion of work as of October 8, 2025:

No.	Tasks	Completion (%)	Notes on Task
1	Hold a project kickoff meeting	100	Completed
2	Hold stakeholder small group meetings	100	Completed
3	Update system inventory	100	Completed
4	Review service packages and functional requirements	100	Service packages and functional requirements are updated for all groups. Individual stakeholder reports are yet to be completed for feedback.
5	Implement RA updates	30	A RA update based on the draft report has been created on RAD-IT.
6	Prepare RA update document	0	Not started

Overall Project Total Percent Complete: 72%

Sharijad Hasan, PhD

Associate Research Fellow / Advanced Traffic Analysis Center, UGPTI

NORTH DAKOTA STATE UNIVERSITY

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Progress Report

Date: Monday, October 06, 2025

Project: Bismarck-Mandan MPO – Monitoring Report Update

To: Stephen Larson

From: Jeremy Williams

Subject: Progress Report for August 31, 2025 to September 27, 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

- N/A

Task 4. Documentation

- Finalized development of content draft of Monitoring Report Update
- Revised content draft to address review comments from Stephen
- Prepared official Draft Monitoring Report

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

- N/A

Task 4. Documentation

- Share official Draft Monitoring Report with MPO staff for feedback
- Address MPO staff feedback on Draft Monitoring Report
- Prepare Final Monitoring Report

Task 5. Training

- Identify and schedule date for virtual training session

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	60%	70%
2	Review and Update Performance Measures	100%	100%
3	Data Collection and Analysis	75%	90%
4	Documentation	45%	65%
5	Training	0%	0%
Total		50%	65%

Bismarck-Mandan MPO

TIP 2025-2028 Administrative ModificationProject Year(s) 2025; 2026

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Multiple	3 2025 projects moved back to 2026	Multiple Projects	Multiple Projects	Multiple Projects	Multiple Projects	Multiple Projects

Project Description:

These modifications are to move three projects that were moved to FY 2025 in August back to FY 2026. 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 October 21, 2025 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)	\$1,433,525	\$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	Total \$4,500,000 FY25 \$2,177,455 FY26 \$2,322,545	\$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)
NDDQT	25.6.A	Urban Regional - Bismarck Expressway (Main Ave to end of asphalt) (Microsurfacing, pavement marking)	\$129,614	\$104,894	\$11,756	\$12,961 (Bismarck)	NHU	24403	NA	Moved to 2025 in August Moved back to 2026 in October
NDDQT	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	Moved to 2025 in August Moved back to 2026 in October
NDDQT	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	Moved to 2025 in August Moved back to 2026 in October
NDDQT	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
NDDQT	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
NDDQT	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
NDDQT	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
NDDQT	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.

UPWP OVERVIEW

The 2026-2027 UPWP is formatted into four task areas: Administration (101), Professional Services/ Vendors/ Consultants (102), Capital, Operational and Travel Expenses (103), and Complete Streets (104). Funds budgeted for the first three categories equal the MPO's total operating and services-based budget. The fourth category is for tracking of the 2.5% Safe and Accessible Transportation Option Set-Aside (Complete Streets funds). Funds allocated to Task 104 will be expensed out of Task 101 or 102 but record keeping will remain under Task 104 as well to ensure that the set-aside has been met.

The purpose of this format is to better align the UPWP budget to the accounts utilized by the MPO and the City of Bismarck's Fiscal Services. The City of Bismarck is the hosting agency for the MPO and provides the 20% local match on all administrative and operational activities. This includes all local match needs for Task 101 and 103, as well as Bismarck's participating portion of Task 102. Since the City covers such a large portion of the local share for the MPO, it is prudent to align the budgets of the UPWP and the City. This will ensure that amendments and money transfers occur in concert amongst the two accounting systems.

The UPWP addresses MPO activities in broad terms, as follows:

- 1) Staff expenses (all staff time--wages and benefits),
- 2) Outsourced expenses, and
- 3) Office-related expenses (supplies, rentals, staff development, etc.).

The activities encompassed by each task are further defined in their individual section of the UPWP.

SOURCE OF UPWP FUNDS

Funding identified in the UPWP is provided by the following partners. Federal funds are allocated under the Consolidated Planning Grant (CPG) and, in the case of the 2.5% set-aside, Complete Streets funds (CS). State funds, when used, are provided through allocation by the state legislature and/or NDDOT Local Government Division. Local funds are provided through local sales tax or mill levy. The tables below indicate the sources of funding provided, the amount of funding, and the percentage totals.

2026 Bismarck-Mandan MPO Revenue

Funding Source	Amount	Percentage Totals
2026 Federal Funds	\$799,699.55	80%
ND PL	509,944.32	63.76%
ND CS	15,655.02	01.96%
ND FTA	173,049.35	21.64%
2024 Redistribution	101,050.86	12.64%
2026 Local Match	\$199,925	20%
City of Bismarck	139,777	69.91%
City of Lincoln	1,443	.72%
City of Mandan	28,740	14.38%
Burleigh County	8,655	4.33%
Morton County	1,443	.72%
Bis-Man Transit	19,868	9.94%

(based on NDDOT estimates 4/15/2025)

Year two of the biennial budget is built on the assumption of receiving a 2% increase to funding over the previous year's authorizations provided through federal sources. This estimated budget identifies the federal sources and local match for Year 2027 as shown in the table below:

2027 Bismarck-Mandan MPO Revenue

Funding Source	Amount	Percentage Total
2027 Federal Funds	\$711,693	80%
ND PL	519,678	73.02%
ND CS	15,970	2.24%
ND FTA	176,045	24.74%
2025 Redistribution	----	----
2027 Local Match	\$177,923	20%
City of Bismarck	123,103	69.19%
City of Lincoln	1,293	.73%
City of Mandan	12,940	7.27%
Burleigh County	7,755	4.36%
Morton County	16,633	9.35%
Bis-Man Transit	16,200	9.10%

(based on estimates of a 2% increase in federal funding over **estimated** 2026 base CPG of \$697,800—these numbers subject to change)

FEDERAL PLANNING FACTORS

FHWA and FTA have encouraged MPOs to plan in a continuous, cooperative, and comprehensive manner, as well as to give prioritization to the federal planning factors in their project selection, strategies, and services. (23 CFR 450.306(b)). The ten federal planning factors are listed below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The MPO is committed to upholding these 10 factors in the planning process. This includes involving federal, state, and local input—including public input—into the development of planning studies through Title VI compliant public input plans, collection of ideas and direction from study steering committees, and providing sufficient time to review and comment before planning studies are adopted/accepted by the MPO boards and partner jurisdictions.