

**MEETING AGENDA
MARCH 16, 2026**

Tom Baker Meeting Room	City/County Building, Bismarck	10:00 AM
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The City of Bismarck and TAC members are encouraging citizens to provide their comments for public hearing items on the Bismarck-Mandan Metropolitan Planning Organization TAC agenda via email to mpo@bismarcknd.gov. Please include which item number your comment references. It will be sent to the members, as well as placed with the minutes. To ensure your comments are received prior to the meeting, please submit them by 5:00 pm 1 business day prior to the meeting. If you would like to participate via video or audio link for a 3-5 minute comment on a regular agenda public hearing item, please provide your name, agenda item and e-mail address to the above e-mail at least 3 days before the meeting.

Many of the 14 (fourteen) TAC members will attend this meeting in-person but have the option to request a ZOOM invite for remote participation. 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](https://www.free.tv). Agenda items can be found online at [MPO Technical Advisory Committee](#).

1. CALL TO ORDER
2. PUBLIC COMMENT
Restricted to items on the current agenda or the prior TAC agenda excluding public hearing items.

CONSENT AGENDA

3. MINUTES
Review and Possible Approval of Minutes from February 17, 2026, Meeting 3
4. FRINGE AREA ROADS MASTER PLAN UPDATE ATAC ADDENDUM TIME EXTENSION
FARMP ATAC Addendum Time Extension (Exhibit C-A) 11

REGULAR AGENDA

5. 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT – STEPHEN LARSON, MPO
Public Hearing: 2026-2029 TIP Amendment
2026-2029 TIP Amendment (Exhibit R-B)17
ACTION ITEM: Recommend Approval of TIP Amendment

6. 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT – STEPHEN LARSON, MPO
2026-2029 TIP Amendment (Exhibit R-C) 23
ACTION ITEM: Recommend Approval of TIP Amendment
7. 2026-2027 UPWP AMENDMENT – KIM RIEPL, MPO
2026-2027 UPWP Amendment (Exhibit R-D) 25
ACTION ITEM: Recommend Approval of UPWP Amendment
8. 2026 FARMP (FRINGE AREA ROADS MASTER PLAN) UPDATE– Joel Mann, Bolton & Menk
Progress Report (Exhibit R-E) 59
9. FY27 RECREATIONAL TRAILS PROGRAM (RTP) SOLICITATION– STEPHEN LARSON, MPO
10. 2026 TRANSIT DEVELOPMENT PLAN (TDP) RFP UPDATE– PAULETTE JACOBSEN, MPO
11. SPRING DIRECTORS MEETING REPORT– KIM RIEPL, MPO
12. OTHER BUSINESS
13. ADJOURNMENT

The next scheduled TAC meeting is on 4/20/2026. 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 58506-5503 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>
Fringe Area Roads Master Plan (FARMP)	36	12/31/2026

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
TECHNICAL ADVISORY COMMITTEE
FEBRUARY 17, 2026**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met February 17, 2026, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Building, 221 N 5th St, Bismarck, ND. Kim Riepl presided.

Members present or participating via Zoom included Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Natalie Pierce, Will Hutchings, and Kim Riepl. Members absent were John Saiki, Jarek Wigness, Logan Beise and Mitch Flanagan. The Mandan City Planner and the Freight Industry Representative positions are vacant.

Others present or participating via Zoom included Tracy Walters and Paulette Jacobsen, Bismarck-Mandan MPO; Kristen Sperry, FHWA; Joel Mann; Bolten & Menk; and Scott Harmstead, SRF Consulting.

PUBLIC COMMENT

Chair Riepl called for public comment on items on the current agenda or the prior Technical Advisory Committee (TAC) meeting agenda, excluding public hearing items. Seeing and hearing none, she closed the public comment period.

CONSENT AGENDA

Chair Riepl stated the February TAC meeting consent agenda includes the January 20, 2026, TAC meeting minutes and the Notice of 2026-2029 Transportation Improvement Program (TIP) Modifications.

MOTION: Mr. Schell made a motion to approve the consent agenda items. Mr. Schriock seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Natalie Pierce, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

***Secretary's Note:** Chair Riepl extended congratulations to Mr. Schriock stating that he has represented Burleigh County as a TAC member for several years at the request of the Burleigh County Engineer, Marcus Hall. Mr. Hall left the Burleigh County Engineer position earlier this year and Mr. Schriock has accepted the position. Mr. Schriock thanked Chair Riepl for acknowledging his achievement.*

2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

Ms. Riepl stated this month, the MPO processed an amendment to the 2026-2029 TIP. The amendment was advertised for the required 15-day public comment period and no comments have been received. The public hearing will be held on Wednesday, February 18, 2026, at 11:30 a.m. in the David Blackstead room on the 2nd floor of the City/County Office Building. The amendment increases the cost estimates for a project for microsurfacing on ND 810 from the Memorial Highway Interchange to the Expressway Bridge. The cost for this project will be increased from \$196,000.00 to \$256,098.00. Staff is seeking a motion to recommend approval contingent on no substantive public comments received at the public hearing.

Secretary's Note: *Mr. Schell prompted a general discussion defining the difference between TIP amendments and TIP modifications. He noted that the TIP amendment on the regular agenda was not more restrictive than the TIP modifications on the consent agenda and asked if the MPO would have to report on them to TAC and Policy Board. Ms. Riepl stated that the cost threshold would flag an amendment to the TIP requiring the 15-day advertisement for the public hearing and require full approval of the TAC and Policy Board. Ms. Riepl also indicated that we may have an opportunity to refine the amendment requirements when we develop the 2027-2030 TIP. Mr. Hutchings stated that the amendment requirements are dictated by the 2 CFR 200 requirements; however, by looking at the language in the 2 CFR 200, we may be able to adjust the TIP reporting requirements.*

Mr. Nairn asked how the cost increase for the TIP amendment would affect the budget.

Ms. Riepl explained that the cost estimates need to be accurate within the TIP. When there is a cost increase or decrease, the TIP needs to be changed accordingly.

MOTION: Ms. Hughes made a motion to recommend approval of the 2026-2029 TIP Amendment, contingent on no public comments received at the public hearing. Mr. Schell seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Natalie Pierce, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

2026 TRANSIT DEVELOPMENT PLAN (TDP) REQUEST FOR PROPOSALS (RFP)

Ms. Jacobsen stated the 2026 Transit Development Plan (TDP) Request for Proposals (RFP) was presented to TAC in October 2025. TAC recommended approval of the TDP RFP and Policy Board voted to delay the TDP RFP approximately three months pending service changes that were being implemented by Bis-Man Transit. The service changes are now anticipated to occur on April 1, 2026. The RFP has been revised to include date changes to the project schedule and the scope of work has been further refined. The TDP is approximately an eighteen-month study with a budget of \$180,000.00. Bis-Man Transit will provide a local match amount of \$36,000.00. The study will begin in 2026 and conclude before the end of 2027 as indicated in the 2026-2027 UPWP.

Ms. Jacobsen gave an overview of the revisions to the 2026 TDP RFP.

Ms. Jacobsen stated the Bismarck-Mandan MPO believes the revised TDP RFP aligns with the best interests of the Bis-Man Transit and the MPO's jurisdictions that are likely to be impacted by recommendations resulting from the plan, and staff recommends its approval.

Mr. Schell asked what direction MPO staff would contribute to the study compared to the Bis-Man Transit Board.

Ms. Jacobsen replied that the Steering Committee consists of representatives from the MPO, Bis-Man Transit, Lincoln, Mandan, Morton County and Burleigh County.

Mr. Schell asked if we had consensus among the Steering Committee members to provide direction to the consultant team.

Ms. Riepl replied this is a collaborative effort among the members. She noted the MPO works as a liaison between Bis-Man Transit and the consultant team. In October when the RFP was brought forward to TAC & Policy Board, concerns surfaced among the members regarding service changes that had not yet been implemented by Bis-Man Transit. The Policy Board asked for additional time to have conversations with the jurisdictions, elected officials and Bis-Man Transit. Ms. Riepl noted with the additional time and conversations that took place, she believes that all parties are now on the same page with the goals and revisions made to the RFP. Bis-Man Transit will benefit from any suggestions made by the committee members to assist in the direction of the TDP. She also noted this is the first TDP in the last twelve years that will allow the consultant to dive into

the service operations, rather than the financial component and provide recommendations that couldn't be made in past TDPs.

Ms. Hughes replied the TDP aligns with the Board's expectations and they want to see the plan completed with the objectives in place. Bis-Man Transit's access to additional funding from the sales tax increase allows them to seek needed service changes to better serve the communities.

Mr. Schell noted that checking in with the Bis-Man Transit Board, Policy Board and City Commissions when decision points are needed is important to inform them of the progress and direction of the TDP before the final report is presented at the end of the study.

Mr. Nairn stated that the last TDP was done in 2023 and when the new eighteen-month TDP study is completed, it will be a 2028 TDP, which would be five years by the time it's completed.

Ms. Riepl stated she anticipates that the TDP study will conclude by December 2027.

Mr. Hutchings asked if it's the desire of the City of Bismarck to have periodic checkpoints that we may want to identify in the proposal so the consultants are aware potential meeting requirements they would need to attend.

Ms. Riepl stated we have addressed presentations for the consultants. The efforts of the Steering Committee meetings and public involvement will bring those entities together at those times so we are not creating additional burdens on the Consultant.

Mr. Hutchings stated it would work to invite the Commissioners to the open houses for the public comment meetings.

MOTION: Ms. Hughes made a motion to recommend approval of the 2026 Transit Development Plan (TDP) RFP. Mr. Nairn seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Natalie Pierce, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

BISMARCK- MANDAN MPO BY-LAWS

Ms. Riepl stated last month TAC experienced audio technical difficulties and they were not able to obtain audible votes to obtain a meeting quorum. This prompted a discussion among the TAC members to change the By-Laws pertaining to the quorum requirements and review the By-Laws for other necessary changes.

Ms. Riepl gave an overview of the changes to the By-Laws of the Bismarck-Mandan Metropolitan Planning Organization.

Ms. Riepl provided an example that TAC has fourteen seats and currently only twelve seats are filled. The proposed changes to the By-Laws indicate TAC would require a majority of seven voting members to obtain the meeting quorum. She explained that if the number of TAC's seats changed, the majority of voting members would also change to obtain the meeting quorum.

Ms. Hutchings asked if the changes would trigger a re-designation by the Governor's office.

Ms. Riepl replied that we have changed the composition of TAC over the years and it has not had any bearing on the designation of an MPO.

Mr. Schell noted Section VII of the By-Laws lists either the MPO Executive Director or an MPO Transportation Planner, one of whom shall act as the TAC chair. He asked if there is a reason it is listed for either one to act as the chair. He explained that the next sentence states any member may have an alternate serve in his/her place with full voting rights.

Ms. Riepl explained that there is a historical significance dating back several years. The Executive Director role for the MPO followed the Director of Community Development for the City of Bismarck. This was changed to indicate that the Executive Director would be the Principal Transportation Planner or the Executive Director would act as the chair. If the individual was not available for a meeting, it was further changed to indicate the MPO Executive Director or an MPO

Transportation Planner, one of whom shall act as the TAC chair allowing an alternate individual to chair at the TAC meetings.

Mr. Schell stated that the wording seemed redundant and he questioned whether to revise the wording or keep the current language. He noted that the language referring to the chair is a special circumstance and he can see the value in keeping the current language.

Ms. Riepl said the language has been discussed by TAC in years passed and she noted staff is not looking to make changes to the By-Laws unless something specific comes into question.

Mr. Schell noted that he is not suggesting changing the language at this time and thanked Ms. Riepl for the clarification and explanation of the language in Section VII.

Mr. Nairn referenced the title change from By-Laws of the Bismarck-Mandan Area Metropolitan Planning to By-Laws of the Bismarck-Mandan Metropolitan Planning Organization and asked if there was a change to the name of the organization.

Ms. Riepl stated in the title, the Bismarck-Mandan MPO is not the Bismarck-Mandan Area MPO, and said area should not have been placed in the title. She noted that area has been placed in the Metropolitan Planning Area. She explained that “area” does not belong in the BMMPO’s name; however, it does apply to the MPO’s boundary.

Mr. Hutchings added that the term “Metropolitan Planning Area” is consistent with the language in the CFR.

Mr. Schell suggested a change to revise “areawide planning” in line 4 of ARTICLE I to “areawide transportation planning” to clarify the type of planning.

Ms. Riepl stated she could make the change before bringing the item to Policy Board if it were the wishes of TAC.

MOTION: Mr. Schell made a motion to recommend adoption of the By-Laws of the Bismarck-Mandan Metropolitan Planning Organization with the change to revise “areawide planning” in line 4 of ARTICLE I to “areawide transportation planning”. Mr. Nairn seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Natalie Pierce, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

2025 FRINGE AREA ROAD MASTER PLAN (FARMP) UPDATE

Mr. Mann stated the Fringe Area Roads Master Plan (FARMP) consultant team is working with the Advanced Traffic Analysis Center (ATAC) on traffic and roadway operations elements of the technical analysis. He noted that the MPO member jurisdictions are open to a streamlined way of documenting amendments to the FARMP. He said there is no need for extra reporting on small amendments and that local governments could approve the development with basic guidelines. Mr. Mann stated the MPO has noted some corridors, such as the Beltway and the hotspot locations, may require a different level of analysis and assessment. Future development of the region suggests a need for additional transportation infrastructure to serve a regional mobility function. Mr. Mann noted that the FARMP update would be a hybrid of a major corridors plan and a framework for building out a road network as development continues. The focus on the plan would identify critical connections and corridors with regional significance and streamline a review process.

Mr. Mann stated TAC and Policy Board may be involved in making decisions on regionally significant corridors and connections. He also noted that NDDOT could possibly also take a lead on certain projects pertaining to the FARMP as well. Any non-critical corridors could be built according to guidance of the FARMP and the plan will include specific details on how non-critical roads and critical roads interface with one another and the essential components.

Mr. Mann stated that Stakeholder work sessions would focus on specifics of the network and bring user perspectives to the planning effort to allow critical corridors to be defined. This would

include focused conversations with a smaller set of stakeholders directly involved in fringe area development. A pair of extensive design workshops addressing Mandan and Morton County, and the other addressing Bismarck, Lincoln and Burleigh County will focus on potential key corridors and hotspots. They will also host a workshop for NDDOT to address key planning and project development. He noted the Bismarck-Mandan Chamber EDC has reached out to facilitate public outreach and involve the public and he will update the Boards on this effort as it plays out.

Ms. Riepl asked if Mr. Mann was seeking feedback today from TAC, specifically regarding what he was envisioning as perhaps a greater leadership commitment for the role that TAC might play in the FARMP.

Mr. Mann replied he is sharing this concept for the first time and he isn't going to put anyone on the spot today. He stated he would work with Stephen Larson to gather any feedback or comments from TAC and Policy Board members after the meetings today. Once we have a concrete idea of the MPO's leadership role, feedback from TAC and Policy Board may be obtained in subsequent months.

Mr. Schell noted conversations regarding the amendment process before the plan is done pertains to the high level of the plan. He said that the amendment process is critical for the plan to be successful and he appreciates the advanced opportunity to look at ways to streamline the process.

Mr. Nairn commented that while the FARMP plan is going on, the City of Bismarck is changing the existing plan. Next week, the Bismarck Planning Commission will be holding a public hearing for a major street plan amendment, which is the City of Bismarck's version of a FARMP, and the developer is asking to shift one of the alignments which entails coordination that needs to happen between the requester and other adjoining landowners. The primary barrier that the City of Bismarck faced is working with individual landowners who were not aware of the FARMP process. Staff explaining to people what various lines on maps mean, if it's a requirement to build a road, and who is paying for the road are frequent questions that have come up. Recognizing the need to provide clarity on the specifics of the FARMP to each individual landowner is a priority.

Mr. Hutchings asked Mr. Nairn if the City of Bismarck was continually updating their plan to match the FARMP.

Mr. Nairn replied that when the FARMP update is completed, the City of Bismarck would adopt the FARMP to match.

BIG SKY PASSENGER RAIL AUTHORITY (BSPRA) UPDATE

Ms. Riepl stated TAC and Policy Board approved the Government Partners Program (GPP) of the Big Sky Passenger Rail Authority's (BSPRA) 2026 membership and signed a Memorandum of Agreement (MOA) at the December meetings. BSPRA Board meetings occur every other month and the first meeting of the year occurred on January 14, 2026. At their meeting, they had an election of officers which reinstated the current Board members. The Board members were asked to state their personal goals and three of them stated that extended outreach to North Dakota, including the Bismarck-Mandan area was a priority. Ms. Riepl stated she has received correspondence from BSPRA regarding scheduling meetings and engaging in public forums. Representatives from BSPRA are planning to visit the north coast corridor communities in North Dakota, including the Bismarck-Mandan area, later this spring. Their desire is to coordinate with BMMPO and the jurisdictional teams. She noted BSPRA has a corridor ID project underway and they have fully completed Phase I and are moving on to Phase II of the plan, which is the Service Development Plan. The Federal Railroad Administration has enacted changes that may lighten some of the requirements. She stated she would be looking forward to hearing additional information pertaining to the progress of the Service Development Plan.

Ms. Riepl stated it was suggested to her, to facilitate a round table discussion meeting with Principals from the BMMPO and the jurisdictions and other surrounding communities such as Valley

City, Jamestown, Dickinson, and Beach, ND. She noted that she would bring this to the Policy Board meeting and ask for their feedback and direction regarding scheduling this meeting. The next BSPRA Board meeting will be held on March 12, 2026, and encouraged anyone that is interested to attend remotely.

Mr. Hutchings asked if Ms. Riepl would include Grand Forks and Minot in the roundtable meeting as they could see impacts to ridership levels and station riders.

Ms. Riepl stated her intentions were to invite the jurisdictions along the proposed service line, which is currently the BNSF rail. The intent of the meeting would be to prepare for future meetings with BSPRA when they come to us to present suggestions for public engagement.

Mr. Hutchings stated that he concurs with keeping this meeting local to communities along the potential rail line.

2025 BIS-MAN TRANSIT STATE OF TRANSIT UPDATE

Ms. Hughes with Bis-Man Transit stated per Bismarck City Commission approval, effective April 1, 2026, Bis-Man Transit will be proceeding with the Service Hour Expansion. This will increase the operating hours by four additional hours daily affecting both the Fixed Route and Demand Response Services. She noted Bis-Man Transit will be open from 6:00 a.m. to 10:00 p.m. Monday – Friday for the Fixed Route and 7:00 a.m. to 10:00 p.m. on Saturday. She said they hope to see an increase in ridership immediately; however, significant adjustments can usually take six to twelve months to see changes.

Ms. Hughes stated the proposed changes for the Demand Response Service on Sundays were also approved by the Bismarck City Commission. She noted the new hours of operation for Paratransit Service will be 7:30 a.m. to 6:00 p.m. on Sundays beginning April 1, 2026. For the first time, citizens will be able to utilize Public Transit Services on Sundays and Holidays, as Bis-Man Transit has not offered services on these days in the past.

Ms. Hughes stated the general public will also be invited to utilize the Demand Response Service on holidays. Both of these services will be operated separately so Paratransit certified riders will be on separate buses than the general public. This will allow Bis-Man Transit to monitor how effective the service is and whether they will need to make adjustments in the future. Scheduling for the Demand Response Service and Paratransit can be done up to fourteen days in advance; but must be scheduled at least one day in advance and the cost will be \$3.00 per ride.

Ms. Hughes stated that Bis-Man Transit has also entered into contract negotiations with WeDriveU. If the contract is approved, WeDriveU will be reducing their hourly rate and accepting our three additional contract years. This contract will be presented to the Board of Directors next week.

Ms. Hughes stated Bis-Man Transit needs six new CDL drivers to cover the expanded service hours. She noted that four drivers are currently pending background checks for possible hire with Bis-Man Transit. She also noted that they are in the process of updating our website rider guides and working on promotional materials for the service changes. In March, Bis-Man Transit will be pushing on social media and traditional media to promote the service changes.

Ms. Hughes stated Bis-Man Transit has several upcoming projects including our national transit database reporting, an audit and procurement projects that include a number of facility maintenance items. She noted they received one replacement paratransit vehicle that was totaled due a not-at-fault accident and that Bis-Man Transit also has four replacement paratransit buses on order to replace vehicles that have reached the end of their useful life.

Ms. Hughes stated Bis-Man Transit has not received the FY 2026 5307 apportionment yet and they are looking forward to receiving this soon. There are also a few CDs coming due this month that might not be able to be reinvested until we know what that actual dollar amount is from the apportionment.

Mr. Schell asked if a person requesting a ride twenty-four hours in advance would know their time of pickup and estimated time of arrival.

Ms. Hughes replied when a person schedules a ride, they are given a thirty-minute pick up window and once the bus arrives, the individual has five minutes to board the bus or let the driver know they are ready to be assisted to be boarded. She also stated they have text alerts that their patrons can sign up for letting them know the driver is on the way and provide heads up to keep an on-time schedule.

OTHER BUSINESS

ADJOURNMENT

There being no further business, the meeting was adjourned at 11:10 a.m., with the next scheduled meeting to take place on March 16, 2026, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Building, 221 N 5th St, Bismarck.

Respectfully Submitted,

Tracy Walters
Recording Secretary

APPROVED:

MPO TAC Chair

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DATE: March 16-17, 2026

TO: Bismarck-Mandan MPO Technical Advisory Committee; Bismarck-Mandan MPO Policy Board

FROM: Stephen Larson, Transportation Planner, Bismarck-Mandan MPO

SUBJECT: Fringe Area Road Master Plan (FARMP) Update ATAC Addendum Time Extension

ACTION REQUIRED: None.

DETAILS

An addendum to our master agreement with the Advanced Traffic Analysis Center (ATAC) at NDSU was approved by Policy Board in January 2026. ATAC is performing Travel Demand Model runs in support of the FARMP Update. The project was originally scheduled from February 1-March 31, 2026, at a cost of \$14,393.

ATAC has informed us that a couple of the deliverables might take until April to provide, so as a precautionary measure, the MPO is exercising its board-granted contractual authority to extend the contract one (1) time for no more than two (2) months (meaning the new expiration date of the addendum is May 31, 2026). Because the project cost and scope remain unchanged, this extension to the contract can be processed administratively, without Policy Board action.

North Dakota State University

and

Bismarck/Mandan MPO Master Agreement Addendum

Amendment No. 1 to FAR0039464

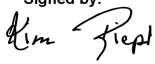
The undersigned party grants the following amendment to this subaward as follows:

Article 2. Effective Dates: The Effective Dates of this Addendum is extended through 05/31/2026.

This amendment does not otherwise alter the purpose or specific provisions of the original agreement.

EXTENDED BY:

In Process

Signed by:

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03/06/2026

Kimberly Riepl
Executive Director
Bismarck – Mandan MPO

Date

Rebecca Sandell, Award & Budget Officer
Sponsored Programs Administration
North Dakota State University

Date

Travel Demand Modeling Support Program
Bismarck/Mandan MPO Addendum to the Master Agreement

This addendum revises the project completion date for the Fringe Area Roads Master Plan Update project. All other terms, scope of work, and project budget remain unchanged.

Upon execution by the parties below, this revised Addendum and any attachments shall become part of and incorporated into the “*Travel Demand Modeling Support Program Master Agreement*” between: *Bismarck-Mandan Metropolitan Planning Organization and North Dakota State University*. All other terms, scope of work, and project budget remain unchanged.

1. *Project Title*: **Fringe Area Roads Master Plan Update**
2. *Revised Effective Dates*: February 1st, 2026 through **May, 31st, 2026**
(Previously February 1st, 2026 through March, 31st, 2026)
3. *Statement of Work*: This project will perform model runs for the scenarios for Fringe Area Road Network using the Bismarck-Mandan MPO most recent travel demand model along with review of previous travel demand models for extracting key parameters used in the modeling effort. Detailed work scope is provided below:

Task 1: Review of Previous Travel Demand Models

This task will review modeled roadway networks used in previous iterations of the Bismarck-Mandan travel demand model that were used to support prior beltway analysis. This review will focus on how beltway concepts were incorporated into these previous modeling efforts. Key information from this review will be:

- Beltway alignment
- Characteristics of beltway roadway segments (number of travel lanes, functional classification, speed limit, assumed capacities)

Task 2: Review of Most Recent Travel Demand Model

This task will review the modeled roadway networks used in the current 2050 Bismarck-Mandan travel demand model, focusing on modeled roadway characteristics on roadways that have been previously identified as future beltway alignments.

This will include a review of the existing conditions modeled roadway network, the existing + committed modeled roadway network, and the fiscally constrained future roadway network identified in the most recent long range transportation plan (LRTP).

Roadway characteristics of interest on links that have been identified as part of a potential beltway include:

- Number of travel lanes
- Functional classification
- Speed limit
- Assumed capacities

Task 3: Beltway Scenario Model Runs

This task will perform travel demand model runs for the scenarios. All analyses will use the current iteration of the Bismarck-Mandan travel demand model

- 2021 existing conditions
- 2050 LRTP fiscally constrained plan
- 2050 LRTP fiscally constrained plan + full beltway alignment
 - Beltway alignment will be confirmed by the project management team
- 2050 LRTP fiscally constrained plan + partial beltway alignment Option 1
 - The makeup of the partial beltway alignment will be confirmed by the project management team
- 2050 LRTP fiscally constrained plan + partial beltway alignment Option 2
 - The makeup of the partial beltway alignment will be confirmed by the project management team

Deliverables:

- Draft of Loaded network shapefiles (GIS-ready) for each scenario
- Draft of Calculation of network-wide vehicle-miles traveled (VMT) for each scenario
- Draft of Calculation of network-wide vehicle-hours traveled (VHT) for each scenario

4. *Principal Investigators:* Muhammad Faisal Habib

5. *Desired Deliverables:*

1. Provide GIS files showing traffic volumes for all scenarios, along with network-wide VMT and VHT for each scenario.

6. *Contract Amount:* \$ 14,393

AUTHORIZATION:

Bismarck-Mandan MPO

North Dakota State University

Authorized Signature

Authorized Signature

Name and Title Date

Name and Title Date

BUDGET:

Addendum: Fringe Area Roads Master Plan Update

Cost Item	Amount
Staff Salaries	\$ 5,531
Benefits	\$ 2,268
Grad Student Salaries	\$ 1,615
Undergrad Student Salaries	\$ -
Benefits	\$ 81
Travel	\$ 500
Total direct costs	\$ 9,995
NDSU overhead (44%)	\$ 4,398
Total project cost	\$ 14,393

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Bismarck-Mandan MPO

TIP Amendment

Project Year(s)

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	26.6.16	\$912,846	\$215,099	\$0	\$1,127,945	SS (State Rural Project)

Project Description:

This amendment adds a new statewide project to the TIP for Automatic Traffic Record (ATR) maintenance. The project includes one location in the MPO area (Bismarck). The PCN is 24815.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

This project is consistent with the Arrive 2050 MTP, specifically with objective 5 of the 'Maintenance' goal.

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

 Bismarck-Mandan MPO Policy Board Chair

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)	\$1,433,626	\$1,160,162	\$0	\$273,373 (Bismarck)	HEU	23646	NA	Amendment Moved to 2025, 25-28 TIP (DECEMBER 2025)
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 FY 2025 \$2,322,545	\$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)	\$484,243	\$381,874	\$0	\$92,339 (Mandan)	TAU	24407	2026	Modification Moved to 2027 (JANUARY 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	Rural - I-94 (East of 181 Interchange to east of Menoken Interchange, westbound) (Fencing, PCC Pave, related to 25.6.09)	\$31,971,081	\$26,773,973	\$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 - ND 810 (Expressway Bridge to Main Ave) (Microsurfacing, pavement marking)	\$3,400,000	\$2,751,620	\$308,380	\$340,000 (Bismarck)	NHU	24404	NA	Amendment Extends, Cost Increase (JANUARY 2026)
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	Rural - ND 1804 (Various locations along ND 1804) (Culvert Rehab)	\$775,000	\$627,207	\$147,793	\$0 (Multiple)	SS	23911	NA	
NDDOT	26.6.11	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	
NDDOT	26.6.12	Rural - I-94 (East of Midway to east of Junction US 83) (Microsurfacing)	\$1,911,956	\$1,720,760	\$191,196	\$0 (Bismarck)	IM	24743	NA	Modification Cost Increase (FEBRUARY 2026)
NDDOT	26.6.13	Rural - I-94 (East of Midway to ND 810/Expressway) (Microsurfacing)	\$333,551	\$300,196	\$33,355	\$0 (Mandan)	IM	24744	NA	Modification Cost Increase (FEBRUARY 2026)
NDDOT	26.6.14	Urban Regional - ND 810 (Memorial Hwy Interchange to Expressway Bridge) (Microsurfacing)	\$256,098	\$207,260	\$23,228	\$25,610 (Mandan)	NHU	24745	NA	Amendment Cost Increase (FEBRUARY 2026)
NDDOT	26.6.15	Rural - Interstate Ave (Bismarck Interstate Ave E) (Right of Way preliminary engineering work by old K-Mart)	\$25,000	\$22,500	\$2,500	\$0 (Bismarck)	NH	24731	NA	Amendment New Project (DECEMBER 2025)
NDDOT	26.6.16	Rural - Statewide Automatic Traffic Record (ATR) (Statewide ATR project including one location in the MPO area) (ATR equipment maintenance)	\$1,127,945	\$912,846	\$215,099	\$0 (Multiple)	SS	24815	NA	Amendment New Project (MARCH 2026)
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

*** 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 drainage crossing, Bismarck Parks & Rec is also partnering on project)	\$591,800	\$478,944	\$0	\$118,360 (Bismarck)	TAU	24660	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	24658	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)	\$5,626,000	\$4,500,800	\$0	\$1,125,200 (Mandan)	SU	24440	NA	
MANDAN	27.4.03	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	NA	
NDDOT	27.6.01	WFO 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	

* 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

WFO 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	

* 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 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	\$1,294,976	\$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	

* 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.

^PPending Availability of Federal Funds

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

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Bismarck-Mandan MPO

TIP 2026-2029 Amendment

Project Year(s) 2026

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	26.6.17	\$1,436,147	\$159,572	\$0	\$1,595,719	HES (State Safety Project)

Project Description:

This amendment adds a new statewide project to the TIP for pavement markings on various highways within NDDOT's Bismarck district (including some within the MPO area; the costs have not been prorated). The PCN is 24784.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

This project is consistent with the Arrive 2050 MTP, specifically with objective 2 of the 'Maintenance' goal.

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

 Bismarck-Mandan MPO Policy Board Chair

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AMENDMENT #1 (Amend_1)
2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP)
BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION

DATE: March 11, 2026

TO: Bismarck-Mandan MPO Policy Board; Will Hutchings, MPO Coordinator, North Dakota Department of Transportation; Kristen Sperry, Planning Program Manager, Federal Highway Administration; Ranae Tunison, Community Planner, Federal Transit Administration

FROM: Kim Riepl, Executive Director, Bismarck-Mandan Metropolitan Planning Organization

SUBJECT: Budget & Work Program Revisions to 2026-2027 UPWP

Amendment_1 to the 2026-2027 UPWP provides updates to the work programs and budgets of both years of the current Bismarck-Mandan MPO UPWP. These modifications are necessary to revise study dates, schedules, and budgets to accommodate recent delays and the addition of projects required to prepare for the update to the Travel Demand Model in early 2027. These additional projects are necessary for the development of the next Metropolitan Transportation Plan, a required core document of the MPO. Approval by the MPO Policy Board and the Federal Highway Administration is required to enact this amendment.

AMENDMENT #1 (Amend_1)
2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP)
BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION

Amendment_1 to the 2026-2027 UPWP provides updates to the work programs and budgets of both years of the current Bismarck-Mandan MPO UPWP. These modifications are necessary to revise study dates, schedules, and budgets to accommodate recent delays and the addition of projects required to prepare for the update to the Travel Demand Model in early 2027. These additional projects are necessary for the development of the next Metropolitan Transportation Plan, a required core document of the MPO. Approval by the MPO Policy Board and the Federal Highway Administration is required to enact this amendment.

Attached to this Amendment is a version of the 2026-2027 UPWP showing the following tracked changes:

- Cover of the document
- TAC member Table page 2
- Policy Board Member Table page 2
- Planned Work Activities page 4
- 2026 Funding Source Table page 5
- 2027 Funding source Table page 6
- Timeline for MTP update page 7
- 2026 Task 102 Project Table page 18-19
- 2027 Task 102 Project Table page 19-20
- Final Products page 21
- Revised 2026 Budget Table
- Revised 2027 Budget Table

Approval by the MPO Policy Board and the Federal Highway Administration is required to enact this amendment.

Submitted:



Kimberly Riepl
Executive Director
Bismarck-Mandan MPO

March 17, 2026
Date

Bismarck-Mandan
Metropolitan Planning Organization



2026-2027
UNIFIED PLANNING
WORK PROGRAM

Final
August 2025

Administrative Modification November 2025
Amendment March 2026

DRAFT

2026-2027 UNIFIED PLANNING WORK PROGRAM



Funding identified in the UPWP is provided by the following partners.

FHWA
FTA
NDDOT
City of Bismarck
City of Mandan
City of Lincoln
Burleigh County
Morton County

Document prepared by: Kimberly Riepl
Executive Director/ Principal Transportation Planner
kriepl@bismarcknd.gov
701-355-1844

USDOT Disclaimer: This document was prepared with federal funds but does not reflect the views or policies of the United States Department of Transportation.

Adopting Resolution

Resolution of Adoption
2026-2027 Unified Planning Work Program
Bismarck-Mandan Metropolitan Planning Organization

The Bismarck-Mandan Metropolitan Planning Organization's Policy Board, after due consideration, hereby makes the following findings:

1. The 2026-2027 Unified Planning Work Program (UPWP) for the Bismarck-Mandan Metropolitan Planning Organization (BMMPO) provides for a comprehensive transportation planning program in keeping with the policies of the BMMPO.
2. The UPWP requires that agreements with funding agencies be entered into and that the BMMPO Chair and Executive Director be authorized to execute said agreements.
3. The UPWP includes an estimated cost for various tasks. During the course of work on certain tasks estimates may understate or overstate the needed level of effort due to complete planned work, and minor amendments to the UPWP may be needed to better align project budgets with expenditures.

IN CONSIDERATION OF THESE FINDINGS, IT IS HEREBY RESOLVED by the BMMPO Policy Board that:

1. The 2026-2027 Unified Planning Work Program for the BMMPO is hereby approved;
2. The BMMPO Chair and Executive Director are authorized to enter into agreements and amendments as needed with appropriate state and federal agencies to provide funding for activities approved in the UPWP;
3. The BMMPO commits to the provision of a 20% local match to state and federal planning funds;
4. It is acknowledged that full UPWP amendments per current policy of the NDDOT and FTA/FHWA will require formal action by the BMMPO Policy Board; and
5. The Executive Director is authorized, without action by the Policy Board, to execute administrative modifications to the UPWP as necessary. MPO Staff will provide notice of such administrative modifications to the Policy Board at a regularly scheduled meeting.

Approved by the BMMPO Policy Board and signed on the 19 day of August, 2025.


BMMPO Policy Board Chair

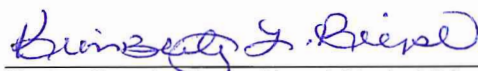
ATTEST


BMMPO Executive Director

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
2026-2027**

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I hereby certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of US Code Title 18, Sections 2, 1001, 1343, and Title 31, Sections 3279-3730 and 3801-3812.



Signature, Executive Director, Bismarck-Mandan MPO

08/08/25

Date

INTRODUCTION

The Unified Planning Work Program (UPWP) is a description of the multi-modal transportation planning projects that will be conducted by the Bismarck/Mandan MPO for the assigned calendar year(s) 2026-2027. This document is the foundation for requesting federal funds as well as a control tool for scheduling, budgeting, and monitoring the transportation planning process within the Bismarck-Mandan Metropolitan Planning Organization's metropolitan planning area for the time period specified within the UPWP.

The 2026-2027 UPWP was developed with the input of the North Dakota Department of Transportation (NDDOT), Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Bis-Man Transit, and the jurisdictional partners of the MPO (Bismarck, Lincoln, Mandan, Burleigh County and Morton County).

The 2026-2027 UPWP is intended to provide the MPO with a useful budgeting, scheduling and monitoring tool, as well as provide an understandable expectation of what the MPO will endeavor in the specified calendar year(s) of 2026 and 2027 with involvement of the public.

MPO BOARD MEMBERSHIP

The purpose of the MPO's Technical Advisory Committee (TAC) is to discuss and coordinate technical transportation matters that are under consideration by the MPO. Such matters may include highway, transit, auto/rail, bicycle, and pedestrian planning activities. The TAC will act in an advisory capacity to the Policy Board and the MPO's respective jurisdictions concerning transportation activities. The TAC is composed of the following voting representatives. Any member may have an alternate from their organization serve in his/her place with full voting rights:

Technical Advisory Committee Members
City Engineer, City of Bismarck: Gabe Schell
City Engineer, City of Mandan: Jarek Wigness
County Engineer, Burleigh County: Marcus Hall
County Engineer, Morton County: John Saiki
County Planner, Morton County: Natalie Pierce
Director of Bismarck Community Development, City of Bismarck: Ben Ehreth Daniel Nairn
Representative, Trucking or Freight Industry of the MPO area: Vacant
North Dakota Department of Transportation MPO Coordinator, NDDOT Local Government: Will Hutchings
Representative, City of Lincoln: SEH Engineering
Executive Director, Bis-Man Transit: Deidre Hughes
Planner, City of Mandan: Vacant
Representative, North Dakota Department of Transportation Bismarck District: Logan Beise
County Building Official/Director, Burleigh County: Mitch Flanagan
MPO Executive Director or MPO Transportation Planner (will act as TAC chair): Kim Riepl or Stephen Larson

The Policy Board is the decision-making body of the MPO. Voting members are comprised of locally elected officials. The primary function of this group is to ensure federal guidelines are followed and that the development of the regional transportation system follows a coordinated, continuing, cooperative and comprehensive process. The Policy Board consists of the following:

Policy Board Members
Mayor, City of Bismarck: Michael Schmitz
Mayor, City of Mandan: Jim Froelich
Mayor, City of Lincoln: Keli Berglund
County Commissioner, Burleigh County: Steve Schwab Steve Bakken
County Commissioner, Morton County: Andy Zachmeier
Director, North Dakota Department of Transportation (Non-Voting): Ron Henke or assignee

MPO BOARD MEETING DATES

The MPO Policy Board is held on the third Tuesday of the month at 1:30 PM. The MPO TAC meeting is held at 10:00 AM on the Monday prior to the Policy Board. If TAC lands on a Federal holiday, the TAC meeting is moved to 10:00 AM on the day of Policy Board. The tables below provide proposed meeting dates for years 2026-2027. Dates and/or times are subject to change.

2026

TAC	Policy Board
January 20	January 20
February 17	February 17
March 16	March 17
April 20	April 21
May 18	May 19
June 15	June 16
July 20	July 21
August 17	August 18
September 14	September 15
October 19	October 20
November 16	November 17
December 14	December 15

2027

TAC	Policy Board
January 19	January 19
February 16	February 16
March 15	March 16
April 19	April 20
May 17	May 18
June 14	June 15
July 19	July 20
August 16	August 17
September 20	September 21
October 18	October 19
November 15	November 16
December 20	December 21

PREVIOUS ACCOMPLISHMENTS (2024-2025)

Accomplishments of the Bismarck-Mandan MPO in the previous 12-month period (July 2024 to June 2025) include the following:

- Adoption of the *Arrive 2050* Metropolitan Transportation Plan in December 2024 and an amendment to the MTP in April 2025
- Completed a self-audit and annual update to the Title VI & Non-Discrimination/ADA Plan
- Processed 7 amendments and 16 administrative modifications to the Transportation Improvement Program
- Developed and entered into a Memorandum of Agreement with MPO member jurisdictions for the BSPRA Government Partner Program to promote coordinated planning efforts for the restoration of passenger rail service to the region
- An MPO-wide Pavement Conditions Analysis Report was completed which included 16 hours of training in PAVER for member jurisdictions' staff

- Completed the Safe Routes to Services study in December 2024 and MPO staff presented outcomes from the study at an APBP Webinar in January
- Hosted a free Bicycle Friendly Community Workshop through the League of American Bicyclists
- Launched the 2025 Safety Policy Study and conducted extensive initial public engagement efforts
- Contracted services for the Monitoring Report Update, a crucial first step in performing regular updates to the MPO's Monitoring Report
- Assisted with and participated in the successful completion of the 2024 Triennial Review of the City of Bismarck/Bis-Man Transit conducted on behalf of the Federal Transit Administration
- Provided grant management support to Bis-Man Transit and acted as liaison between the transit agency and the City of Bismarck (FTA grantee) through monitoring activities and other general administrative tasks
- Filled three full time (FTE) positions within the MPO: Executive Director/Principal Transportation Planner; Transportation Planner; and Transportation Specialist

ANTICIPATED ACCOMPLISHMENTS THROUGH DECEMBER 2025

Work identified in the 2025 UPWP which is expected to be completed by December 31, 2025:

- Approval/adoption of the 2025 Safety Policy Study
- Purchase of traffic count data for the calibration of the Travel Demand Model (base year 2025)
- Fringe Area Road Master Plan Update RFP development, approval and release, resulting in consultant selection and study kick-off and initial round of public engagement
- Approval/adoption of the Monitoring Report Update
- Approval/adoption of the 2025 update to the ITS Regional Architecture

PLANNED WORK ACTIVITIES 2026 – 2027

January 1, 2026 – December 31, 2026

- Fringe Area Road Master Plan update began in 2025 will be complete/approved by December 2026
- Mandan Signalized Intersection Analysis, an 18-month project, will begin in January 2026 with 66% of the project and cost complete in 2026
- Transit Development Plan will commence ~~January 2026~~ May-June 2026; expected to be a 17-month study, ~~535-40%~~ of the project and cost is expected to be realized in 2026
- Parking Constrained Area Study, will begin in ~~January~~ August 2026 and ~~be approved by December 31, 2026~~ carry approximately five months into 2027
- Passenger Rail Station Siting Study will begin in June 2026 with 50% of the project complete and 50% of the total cost of the study realized in 2026
- Addendums to the ATAC Master Agreement will be executed for the Mandan Signalized Intersection Analysis project and other study needs
- Traffic Data Collection Analysis will be completed in 2026 to prepare for the TDM update
- Origin-Destination Data will be procured in 2026 to prepare for the TDM update
- SE Data will be purchased in 2026 and refined by MPO staff for use in the 2027 TDM update

January 1, 2027 – December 31, 2027

- Transit Development Plan will be approved before the ~~second half~~ year end of 2027, with the remaining ~~45~~ study budget expended in 2027
- Mandan Signalized Intersection Analysis will conclude June 30 with the remaining 34% of the study and budget realized in 2027
- Parking Constrained Areas Study will be completed in 2027, expending the remaining ~50% budget
- Passenger Rail Station Siting Study will be approved July 2027
- ~~SE data, including household and employment, will be purchased in January 2027 and refined for use in the update of the Travel Demand Model~~
- The MPO will assist with and participate in the 2027 Triennial Review conducted on behalf of FTA
- ATAC will begin the update to the Travel Demand Model in early 2027

- The TDMSE/2030-2055 MTP effort will begin early to mid-2027, with the remainder of the effort occurring in 2028 and 2029
- A new ATAC Master Agreement will be negotiated as the current agreement expires December 31, 2027

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	509,944.32 509,944.62	63.76%
ND CS	15,655.02 15,654.72	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	139,777 148,346	69.91% 74.2%
City of Lincoln	1,443 1,645	.72% .82%
City of Mandan	28,740 25,690	14.38% 12.85%
Burleigh County	8,655 9,877	4.33% 4.94%
Morton County	1,443 1,647	.72% .82%
Bis-Man Transit	19,868 12,720	9.94% 6.36%

(based on NDDOT estimates 4/15/2025)

DRAFT

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	\$711,693711,693797,613	80%
ND PL	519,678519,678582,417	73.02%
ND CS	15,970	2.24%
ND FTA	176,045199,226176,045	24.74%
2025 Redistribution	----	----
2027 Local Match	\$177,923177,923199,403	20%
City of Bismarck	123,103123,103137,903	69.1969.16%%
City of Lincoln	1,2931,2931,267	.73%.64%
City of Mandan	12,94012,94012,740	7.27%6.39%
Burleigh County	7,7557,7557,605	4.36%3.81%
Morton County	16,63316,63316,608	9.35%8.33%
Bis-Man Transit	16,20016,20023,280	9.10%11.67%

(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.

MTP/ FEDERAL PERFORMANCE GOALS AND UPWP PROJECTS

The current BMMPO ratified Metropolitan Transportation Plan adopts the federal goals areas established through the MAP-21 and FAST Act legislation, and more recently, the Infrastructure Investment and Jobs Act (IIJA):

1. Safety and Security
2. Infrastructure Conditions
3. Congestion Reduction
4. System Reliability for Freight Movement and Economic Vitality
5. Alternative Transportation Modes to Automobile Travel
6. Environmental Sustainability
7. Reduced Project Delay

Following is a table that identifies which MTP Goals are addressed by transportation planning studies, data purchases, or procurement of professional services planned for years 2026-2027:

	1	2	3	4	5	6	7
Fringe Area Road Master Plan (FARMP) Update			x	x			
Mandan Signalized Intersection Analysis	x		x	x			
Transit Development Plan	x		x		x		
Parking Constrained Area Study	x		x		x		
Passenger Rail Station Siting Study	x		x	x	x	x	x
Socio-Economic/Origin-Destination Data Procurement	x		x	x	x		
Travel Demand Model Update/TDMSE & MTP Update	x	x	x	x	x	x	x

TIMELINE FOR METROPOLITAN TRANSPORTATION PLAN UPDATE

- 2026
 - Purchase base-year Socio-Economic Data (Household and Employment Estimates) [Q1-Q2 Q3-Q4]
 - Update the Traffic Analysis Zone (TAZ) Structure [Q3-Q4]
 - 'Clean-Up' Socio-Economic Data (Household and Employment Estimates) [Q3-Q4]
 - Develop the RFP for the combined Travel Demand Model and Socio-Economic Projections (TDMSE) Update and 2030-2055 Metropolitan Transportation Plan (MTP) [Q3-Q4]
- 2027
 - Execute contract for the TDMSE/MTP [Q1]
 - Assess the need for additional data for the TDMSE [Q1]
 - Determine Forecast Methodology and Growth Scenarios [Q1-Q2]
 - Develop the baseline population and employment estimates and the 2055 projections [Q1-Q2]
 - Allocate future (2030-2040 mid, 2040-2055 long) residents and employees by TAZ [Q1-Q2]
 - ATAC updates and refines Travel Demand Model (TDM) [Q1-Q4]
 - Purchase base-year Origin-Destination Data to be used to calibrate the updated TDMSE [Q1]
 - Update the TDM's TAZ structure and roadway network to reflect current conditions [Q1-Q2]
 - Input the most recent population and employment estimates and projections into the TDM. [Q2-Q3]
 - Consultant, MPO, and (if desired) TDMSE partners Review the Travel Demand Model [Q3-Q4]
- 2028
 - Adopt the TDMSE at TAC/PB [Q1-Q2]
 - Begin 2030-2055 MTP update [Q1-Q2]
- 2029
 - Adoption of 2030-2055 MTP [Q4]

ELIGIBLE EXPENSES

Products and services financed with federal funds and included in the work program and budget of the MPO must meet eligibility requirements as provided in 23 CFR 420.113 in part:

- (a) Costs will be eligible for FHWA participation provided that the costs:
 - (1) Are for work performed for activities eligible under the section of title 23, U.S.C., applicable to the class of funds used for the activities;
 - (2) Are verifiable from the State DOT's or the subrecipient's records;
 - (3) Are necessary and reasonable for proper and efficient accomplishment of project objectives and meet the other criteria for allowable costs in the applicable cost principles cited in 49 CFR 18.22 (codified in 2 CFR Part 200);
 - (4) Are included in the approved budget, or amendment thereto; and
 - (5) Were not incurred prior to FHWA authorization.

The work products and projected budgets provided in the UPWP are intended to convey reasonable expectations as to the anticipated accomplishments of the Bismarck-Mandan MPO and the associated costs and expenses of those activities for the years 2026 and 2027. Activities and services of the MPO receiving federal funding will be verified for compliance with federal eligibility requirements as outlined above, prior to payment approval.

UPWP AMENDMENT GUIDANCE

The MPO will amend the UPWP in accordance with 2 CFR 200.308(c).

- C) For non-construction Federal awards, recipients must request prior approvals from Federal awarding agencies for the following program or budget-related reasons:
 - (1) Change in the scope or the objective of the project or program (even if there is no associated budget revision requiring prior written approval).
 - (2) Change in a key person specified in the application or the Federal award.
 - (3) The disengagement from the project for more than three months, or a 25 percent reduction in time devoted to the project, by the approved project director or principal investigator.
 - (4) The inclusion, unless waived by the Federal awarding agency, of costs that require prior approval in accordance with subpart E of this part as applicable.
 - (5) The transfer of funds budgeted for participant support costs to other categories of expense.
 - (6) Unless described in the application and funded in the approved Federal awards, the subawarding, transferring or contracting out of any work under a Federal award, including fixed amount subawards as described in § 200.333. This provision does not apply to the acquisition of supplies, material, equipment or general support services.
 - (7) Changes in the approved cost-sharing or matching provided by the non-Federal entity.
 - (8) The need arises for additional Federal funds to complete the project.

As allowed by 2 CFR 200.308(c)(4) and 2 CFR 200.308(e), FHWA and FTA may establish a costs threshold for UPWP amendment. Under adoption of this UPWP, and consistent with the MPO's historic practices, no amendment will be required if there is a cost change of 10% of the annual UPWP budget or less than 10% of the annual UPWP budget. This applies to changes in project costs, if funds are transferred within a task, or if funds are transferred between tasks. Changes not meeting the threshold of an amendment will be presented to the MPO boards, NDDOT, FHWA and FTA as a UPWP modification.

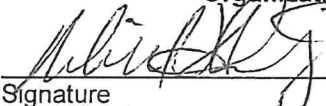
The amendment procedures outlined herein support the procedures for UPWP amendments and administrative modifications as provided within the Bismarck-Mandan MPO's Public Participation Plan.

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.

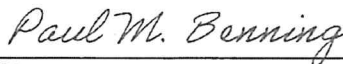
**Bismarck-Mandan Metropolitan Planning
Organization**


Signature

Policy Board chair
Title

5/21/24
Date

North Dakota Department of Transportation


Signature

Local Government Director
Title

6/17/2024
Date

BISMARCK-MANDAN MPO ACTIVITIES SUPPORTING TITLE VI

The MPO recognizes Title VI requirements as they relate to the planning process. The requirements directly affect such elements within the planning process including, but not limited to, plan development, public involvement, and project management decisions.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 states: “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

The Bismarck-Mandan MPO’s Title VI and Non-Discrimination/ADA Plan (Plan) provides policies prohibiting discrimination based on race, color, or national origin. Procedures contained in the Plan and utilized by the MPO help ensure compliance with Title VI regulations, statutes, and requirements through the following means:

- The Plan provides complaint procedures, including information, forms and instructions relative to filing complaints in the event any individual feels they have been discriminated against in the MPO’s programs or processes. The Title VI/ADA Coordinator is identified within the Plan and contact information is also provided.
- The Plan is subject to annual internal audits to assess the program’s effectiveness at all levels and to ensure continued compliance with Title VI requirements.
- The Plan contains a Policy Statement, reviewed and approved by the Policy Board annually and signed by the Policy Board Chair, which declares the Bismarck-Mandan MPO has implemented procedures, policies, and actions to ensure nondiscrimination in all of its programs and activities.
- The Plan contains a list of MPO staff and appointed positions within the MPO, including the Technical Advisory Committee and Policy Board. It identifies how each position is prescribed and details the responsibilities of each as it relates to Title VI.
- Training programs for all MPO employees on Title VI and its related statutes are conducted annually, and will consist of, minimally, one hour of training per reporting period.
- Bismarck-Mandan MPO maintains maps within the Plan indicating areas of high concentrations of minority, low-income, and elderly and limited English proficiency populations for consideration in planning and programming activities.
- Federal Clauses and “Title VI Assurances”, which contain language prohibiting discrimination of groups identified in the Civil Rights Act of 1964, are included within all Request for Proposals (RFPs) and contracts for studies and procurement solicited by Bismarck-Mandan MPO.

Title VI and the Bismarck-Mandan MPO Public Participation Plan

Bismarck-Mandan MPO’s Public Participation Plan (PPP) requires the evaluation of adverse impacts of MPO activities overall, including elderly, low-income, and minority populations. The MPO maintains maps with high concentrations of elderly, minority, low-income populations, and those with limited English proficiency, for consideration in planning and programming activities. These maps are included in the Title VI and Non-Discrimination/ADA Plan and the Transportation Improvement Program. The socio-economic data used to maintain the maps is used in a variety of applications, including MPO studies.

The PPP indicates that meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Contact information for the Title VI/ADA Coordinator is provided on MPO meeting agendas and on the MPO webpage to ensure accessibility by individuals with disabilities to request appropriate provisions, auxiliary aids, or services for meeting facilities or materials. Forms, along with complete instructions, to request reasonable accommodations and processes for filing of complaints of violations are also provided.

Bismarck-Mandan MPO maintains a database of approximately 220 transportation stakeholders within the Bismarck-Mandan Metropolitan Planning Area (MPA). The stakeholders are sent notification and/or draft copies of various studies and programs including, but not limited to, the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and other updates as available which provide information on MPO activities. A variety of organizations, agencies, and advocacy groups representing areas of persistent poverty are on the MPO stakeholder list.

Bismarck-Mandan MPO continues to promote accessibility to its programs and activities by all applicants, participants, and members of the public regardless of race, color, national origin, sex, age, disability, or income status. The Title VI and Non Discrimination/ADA Plan, the Title VI Policy Statement, LEP Plan, ADA reasonable accommodations request forms, Title VI complaint forms and procedures, and other MPO program and activity notices are provided through methods including, but not limited to, email notification, website list serve alerts, public notices displays, newspaper publication, and are also accessible via social media using Facebook to link to the MPO webpage.

TASK 101: ADMINISTRATION**Purpose:**

The MPO manages and coordinates the accounts, records, agreements, and administration of contracts for the Unified Planning Work Program and the Bismarck-Mandan Metropolitan Planning Organization. This task provides the necessary coordination and communications between the various agencies in the Bismarck-Mandan Metropolitan area and provides for citizen information and involvement. This task uses Transportation Performance Management processes and follows performance-based planning and programming practices.

Present Status:

The MPO employs four staff members. Three are full-time and one is part-time. All full-time staff work 40 hours per week and the part-time staff averages between 24 and 28 hours per week. Current positions follow:

MPO Staff	
Executive Director/ Principal Transportation Planner	Kim Riepl
Transportation Planner	Stephen Larson
Transportation Specialist	Tracy Walters
Part-Time Transportation/Transit Planner	Paulette Jacobsen

Proposed Work:

Staff will participate in activities throughout the work program cycle to engage the public, jurisdictional partners, MPO boards, and oversight agencies in the transportation planning process.

Required activities as outlined in the MPO Bylaws are:

Prepare, maintain, and regularly update the plans set forth below.

- a. Metropolitan Transportation Plan (MTP)
The MPO Metropolitan Transportation Plan will serve as the basis for developing the communities' future transportation network. The MTP identifies and prioritizes transportation related projects with implementation time frames including short-range (0-5 years), medium-range (5-15 years), or long-range (15+ years). The MTP is updated on regular intervals and has a planning horizon of at least twenty (20) years.
- b. Transportation Improvement Program (TIP)
The MPO shall prepare and submit annually a staged multi-year program of transportation improvement projects in each city government unit. The TIP for the Metropolitan Area lists all of the transportation improvement projects proposed to be funded and constructed by Federal Highway Administration and certain Federal Transit Administration programs during a four (4) year time period.
- c. Unified Planning Work Program (UPWP)
The MPO shall annually or biennially prepare a Work Program for allocation of PL funds. This allocation shall be based on a listing of tasks to be accomplished by the MPO each year.
- d. Multi-Jurisdictional Plans
The MPO shall review and act on all transportation projects affecting multiple Metropolitan Area units of government in a substantial manner.

Conduct studies and research pertaining to planning and development and to make recommendations based on these studies.

- a. To provide, when possible, technical services to the member units of government.
- b. To receive and dispense grants and funds from federal, state, or local governments or from individuals and foundations within the budget established or amended by the Policy Board.
- c. To enter into agreements or contracts for any service necessary or convenient for carrying out the purposes of the MPO.

To perform the required activities, MPO staff may participate in the following. These are generalized activities that may be expanded in practice.

MTP

- Staff will provide for and manage the update of the Metropolitan Transportation Plan (MTP). Adoption of the MTP will occur by resolution on a 5-year cycle.
- Staff will promote the goals of the MTP.

TIP

- Staff will prepare the Transportation Improvement Program (TIP) on a four-year rolling cycle. The TIP will be developed, adopted, and distributed in compliance with all federal, state, and local requirements. The TIP shall include all federal-aid or regionally significant transportation improvements planned by the participating agencies within the MPO area for the four-year period.
- Staff will prepare TIP modifications and amendments, as necessary, for possible action by the MPO Boards, NDDOT, and FHWA and FTA.

UPWP

- Staff will coordinate development of the next annual or biennial UPWP with its partner jurisdictions.
- Staff will monitor work activities outlined in the UPWP and submit vouchers for reimbursement of eligible transportation planning work activities.
- Staff will monitor the implementation of grant activities and present UPWP modifications or amendments, as necessary, for possible action by the MPO Boards, NDDOT, and FHWA and FTA.
- Staff will prepare UPWP Status Reports quarterly or semi-annually, as indicated in the current UPWP contract, including a summary of work and financial activities, for FHWA, FTA, and NDDOT.

STUDIES

- Staff will select and conduct studies and associated public involvement activities identified in the MTP. Transit will be incorporated in these studies as appropriate.
- Staff will perform project management of the transportation planning studies, data collection, and vendor procurement, as outlined by each contract.
- Staff will manage professional services or consultants to update inventories of transportation information required for transportation planning. Specific inventories include traffic counts and turning movement counts. New data will be gathered and existing inventories will be updated.
- Staff, according to the Master Agreement with ATAC, will maintain and provide data from the transportation demand forecasting model which will be calibrated to the Year 2025 and the forecast Year 2055.
- Staff will assist with the update of the Traffic Analysis Zone (TAZ) boundaries, which are special areas delineated by state and/or local transportation officials for tabulating traffic related data.
- At the request of MPO partner agency, staff will participate in the land use development process, special studies, transportation planning, transit route planning, and the review of their implications on the public transit system.
- Staff will analyze impacts related to land use and transportation system coordination on a corridor/study area basis.
- Staff will manage the routine update of pavement management collection project.

TRANSIT

- Staff will analyze long-term public transit needs and funding requirements, as approved by Bis-Man Transit, through updates to the Transit Development Plan.
- Staff may complete other transit-related planning activities and special studies.
- Staff will provide general administrative support for the FTA funding programs included in Chapter 53 of Title 49 U.S.C. including the procurement of capital purchases and the submittal of the required Milestone Progress Reports (MPRs) and Federal Financial Reports (FFRs) to FTA.
- Staff will monitor Bis-Man Transit, on behalf and in cooperation with the City of Bismarck, to ensure federal regulations are met regarding the use of FTA funds.
- Staff will participate in the FTA Triennial Review of Bis-Man Transit and City of Bismarck.

OFFICE DOCUMENTS

- Staff will update MPO planning documents as needed.
- MPO will self-certify the local transportation planning process.
- Staff will abide by the Memorandum of Agreement signed between NDDOT, the MPO, and the local transit provider.
- Staff will update the Public Participation Plan for the MPO as needed.

STAFF ACTIONS

- Staff will participate in transportation planning committee meetings, other process-related meetings, and public meetings throughout the planning year. Staff will discuss and disseminate information regarding the transportation planning process and transportation improvements.
- Staff will undertake any activities that support the transportation planning committees and the planning process, including but not limited to the following: coordinating staffing meetings, public meetings, and open houses; drafting agendas and meeting minutes; assembling and dissemination meeting packets; drafting and publishing public notices; developing reports and documents; and providing information.
- Staff will maintain the MPO's accounting system whereby participants in the local transportation planning process are billed for transportation planning work identified within the UPWP.
- Staff will compile and submit MPO bills to NDDOT monthly for reimbursement.
- Staff will verify that Americans with Disabilities Act (ADA) requirements relating to the Transportation Planning Processes are being met.
- Staff will participate in various training courses, conferences, seminars, and workshops as approved by the MPO Executive Director/ Principal Transportation Planner and City of Bismarck Director of Community Development.
- Staff will participate in agency memberships and subscriptions related to transportation planning.
- Staff will provide coordination for the Bike-Ped Subcommittee. [This activity may use Safe and Accessible Transportation Option set aside (i.e. Complete Streets funding). Funding will be expended under task 101, and this spending will be tracked via Task 104.]
- Staff will review USDOT, FHWA, and FTA regulations, guidance, and circulars and review best practices information from other sources to ensure compliance with regulations and consider cutting-edge ideas. Staff will also implement

applicable new programs authorized by the Bipartisan Infrastructure Law or those of any subsequent and superseding federal highway legislation.

- Staff will participate in any MPO review activities conducted by FHWA, FTA, or NDDOT.
- Staff will complete preliminary work on RFPs and other necessary documentation. RFPs will be disseminated, consultant selection procedures will be followed, and contracts will be prepared and executed according to the Qualification Based Selection (QBS) standards of NDDOT. Staff will be responsible for contract preparation, contract execution, and project management.
- Staff will participate in transportation coordination activities related to developing improved transportation opportunities and programs for low-income individuals, persons with disabilities, and the elderly population.
- Socio-economic data will be integrated into the MPO products as available. This may include information gathered from census data, building permit data, residential and multi-housing statistics, and the National Highway Travel Survey.
- Staff will work to ensure compliance with federal laws and regulations, especially the Bipartisan Infrastructure Law and those of any subsequent and superseding federal highway legislation.
- Staff will coordinate with NDDOT to further develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. This will include coordination with NDDOT on the adoption of annual targets for safety performance measures.
- Staff will promote cooperation and coordination across North Dakota MPOs where appropriate to ensure a regional approach to transportation planning.
- As federal guidance is developed to implement the Bipartisan Infrastructure Law requirement for a 2.5% planning fund expenditure on Safe and Accessible Transportation Options, staff will identify and document MPO activities that meet this requirement.
- Staff may participate in other activities associated with the transportation planning process, that are not described in this UPWP, as mutually agreed upon with NDDOT. These activities fall under the overall comprehensive, cooperative, and continuing transportation planning process.

Final Products:

Final products of Task 101 will be the successful update or amendment/modification of federally required products such as the Transportation Improvement Program, the Unified Planning Work Program, or the Metropolitan Transportation Plan. Final products would also include elements needed for the preparation and execution of planning studies or professional services—such as the RFPs, QBS documentation, completed contract(s), and coordinating public meetings. Products of monthly administration would include, but not be limited to, billings, coordinating meetings; creating agendas, meeting packets, public notices, minutes; and providing or creating reports and correspondence as needed. Transit and grant management activities will produce federal and state funding awards to promote Transit activities, programs, and services; completed financial grant management reports and monitoring, and successful participation and conclusion of the Triennial Review process in 2027. Additional products required by NDDOT, the City of Bismarck, or routine MPO processes may occur.

Schedule and Completion Date:

Federally required products will be completed by the deadlines assigned by NDDOT and/or FHWA/FTA. The proposed schedule of completion for federally required products are:

Schedule and Completion Date (Cont.):

	2027-2030 TIP	2027-2028 UPWP	2028-2031 TIP	2028-2029 UPWP	TDMSE/MTP (combined study)
RFP Process					Q4 2026
Contract Negotiations					Q1 2027
Contract Start Date (Est.)					As soon as 2/1/2027
Draft Review	July - Aug 2026	July 2026	July - Aug 2027	July 2027	August 2029
Final Approval	Aug - Sept 2026	September 2026	Aug – Sept 2027	September 2027	December 2029
Contract End Date (Est.)					12/31/2029

Monthly and administrative products will be completed on a rolling basis throughout each month. Non-federally required activities will be completed as assigned by the Executive Director/Principal Transportation Planner, State or Federal oversight, contract obligation, or deadlines set by City of Bismarck processes. In the case of transit items, deadlines will be cooperatively determined with Bis-Man Transit, City of Bismarck Finance Department, and the Federal Transit Administration.

TASK 102: PROFESSIONAL SERVICES/ VENDORS/ CONSULTANTS**Purpose:**

To provide for studies, data purchases, or professional services that address specific transportation concerns and may impact the MPO's Metropolitan Transportation Plan, Transportation Improvement Program or MPO planning process.

Present Status:

The activities of Task 102 are based on needs identified in the current Metropolitan Transportation Plan, brought forward by local jurisdictional partners or MPO staff, or recommended under prior transportation-related planning studies. Projects were discussed by the jurisdictions and preferred projects were allocated funds within the MPO's allowance. Current projects have been approved by the TAC and Policy Board.

Project(s) started in 2025 that are expected to complete in 2025:

- 2025 Safety Policy Study
- Monitoring Report Update
- 2025 ITS Regional Architecture Update
- ATAC Master Agreement Year Two Term
- ATAC Study Associated Modeling (FARMP)

Project(s) started in 2025 that are expected to carry into 2026:

- Fringe Area Road Master Plan

Proposed Work:

Projects that are expected to received funding in 2026 and 2027 are listed in the tables below. The proposed work will be completed by consultants, vendors, or under the Master Agreement contract with the Advanced Traffic Analysis Center (ATAC) at North Dakota State University and addendums to said contract.

2026 Task 102 Projects, Description and Schedule (updated as of 7/10/2025)					
Project	Description	Total Project Cost	2026 Budget Allocation (100%)	Targeted Start or Contract Date	Date Complete
ATAC Annual Master Agreement Fee	Master Agreement Contract, which includes all ND MPOs. Established for a three-year period with an annual fee paid at the beginning of each calendar year. Allows MPO and local jurisdictions access to limited ad-hoc model runs, access to ATAC staff for technical questions, maintenance and hosting of the MPO's travel demand model, and coordination of 2-3 partnership meetings during the calendar year.	\$10,000	\$10,000	September 2024	12/31/2027
Study Associated Modeling and Ad Hoc Activities Performed by ATAC	Funding set-aside to cover the development of the Travel Demand Model and/or ad-hoc requests which are above and beyond the allowances of the Annual Fee. Ad hoc projects resulting from MPO or local jurisdiction special requests may arise throughout the year and are managed through addendums to the Master Agreement.	\$26,295	\$26,295	Varies by Need	12/31/2026 or otherwise defined by addendums

2026 Task 102 Projects, Description and Schedule (updated as of 7/10/2025 3/11/2026)					
2025 Fringe Area Road Master Plan Update (FARMP)	Comprehensive update of the Fringe Area Road Master Plan would create new GIS files with all approved amendments since previous adoption in 2014 and allow for 4-6 hot spot analyses, to re-evaluate alignments, future connections and interior roadway networks, and intersection recommendations in specific areas of the MPO planning area, along with an evaluation of the beltway concept included in the 2014 FARMP.	\$181,000	\$133,705	Sept/Oct 2025	12/31/2026
Transit Development Plan (TDP) Update*	Comprehensive review of transit services to ensure the bus network keeps up with demand, addresses the diversity of needs, and is sustainable. This includes, but is not limited to, potential improvements to the para-transit and fixed route service and operations. The study will focus on community need, perception, capacity, and transit operations.	\$180,000	\$99,338 \$63,600	January May/June 2026	5/31 Oct/Nov 2027
Mandan Signalized Intersection Analysis	ATAC will use existing detection technologies to set up automated traffic and pedestrian data collection on up to 5 signalized intersections. The collection provides 15-minute turning movement count and average stop bar speeds 24/7/365. The collected data can then be used for generating reports using the Traffic Analysis Tool website which can be used for transportation planning, traffic operations, to calibrate and validate regional travel demand model or to design traffic signal phasing and splits.	\$45,000	\$32,000	January 2026	6/30/2027
<u>Traffic Data Collection & Analysis</u>	<u>Analysis of raw traffic data collected in 2025 and potential collection of additional traffic data in locations not collected in 2025. This analysis will inform the update of the Travel Demand Model in 2027 as part of the next MTP effort.</u>	<u>\$102,000</u>	<u>\$102,000</u>	<u>July 2026</u>	<u>12/31/2026</u>
<u>OD Data Purchase</u>	<u>Purchase origin-destination data for base year 2025 for calibration of travel Demand Model</u>	<u>\$35,738</u>	<u>\$35,738</u>	<u>September 2026</u>	<u>12/31/2026</u>
<u>Socio-Economic Data Purchase</u>	<u>SE data, including household and employment data, will be purchased and refined by MPO staff for use in the update of the Travel Demand Model.</u>	<u>\$5,000</u>	<u>\$5,000</u>	<u>September 2026</u>	<u>December 2026</u>
Passenger Rail Station Siting Study*	Evaluate feasibility of potential passenger rail terminal facility locations in MPO region. Restoration of passenger rail service on the BNSF mainline through North Dakota has been identified by Federal Rail Administration and has been awarded funding through the FRA Corridor ID project sponsored by BSPRA. The study will consider factors relating to transportation connectivity and accessibility such as integration with other modes of transportation (ie, transit), car access and parking, walkability and bikeability, and convenient transfer points. Recommendations will be presented to BSPRA when they are in the Service Development Plan phase of their project.	\$225,000	\$112,500	June 2026	7/31/2027

Parking Constrained Areas Study*	Evaluation of specific areas in Bismarck and Mandan with limited parking availability such as downtown areas, state capitol complex and educational campus areas to identify a broad set of options to address parking challenges in these and other areas. Will examine existing and projected demand and alternatives to address including, but not limited to public transportation use, micromobility options, on-street parking demand management, scheduling, pedestrian and bicycle improvements.	\$180,000 <u>\$150,000</u>	\$180,000 <u>\$73,000</u>	January <u>August</u> 2026	12/31/2026 <u>June 2027</u>
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*These activities may contribute toward the 2.5% spending requirement for the Safe and Accessible Transportation Option set aside. Total spending will be ~\$15,655 as determined by study efforts and staff time dedicated to this task.

Proposed Work (Cont.):

2027 Task 102 Projects, Description and Schedule (updated as of 7/10/2025 <u>3/11/2026</u>)					
Project	Description	Total Project Cost	2027 Budget Allocation (100%)	Targeted Start or Contract Date	Date Complete
ATAC Annual Master Agreement Fee	Master Agreement Contract, which includes all ND MPOs. Established for a three-year period with an annual fee paid at the beginning of each calendar year. Allows MPO and local jurisdictions access to limited ad-hoc model runs, access to ATAC staff for technical questions, maintenance and hosting of the MPO's travel demand model, and coordination of 2-3 partnership meetings during the year.	\$10,000	\$10,000	September 2024	12/31/2027
Study Associated Modeling and Ad Hoc Activities Performed by ATAC	Funding set-aside to cover the development of the Travel Demand Model and/or ad-hoc requests which are above and beyond the allowances of the Annual Fee. Ad hoc projects resulting from MPO or local jurisdiction special requests may arise and are managed through addendums to the Master Agreement.	\$20,000	\$20,000	Varies by Need	12/31/2027 or otherwise defined by addendums
Transit Development Plan (TDP) Update*	Comprehensive review of transit services to ensure the bus network keeps up with demand, addresses the diversity of needs, and is sustainable. This includes, but is not limited to, potential improvements to the para-transit and fixed route service and operations. The study will focus on community need, perception, capacity, and transit operations.	\$180,000	\$81,000 <u>\$116,400</u>	January <u>May/</u> <u>June</u> 2026	5/31/2027 <u>Oct/Nov</u> <u>2027</u>
Mandan Signalized Intersection Analysis	ATAC will use existing detection technologies to set up automated traffic and pedestrian data collection on up to 5 signalized intersections. The collection provides 15-minute turning movement count and average stop bar speeds 24/7/365. The collected data can then be used for generating reports using the Traffic Analysis Tool website which can be used for traffic operations, transportation planning, to calibrate and validate regional travel demand model or to design traffic signal phasing and splits.	\$45,000	\$13,000	January 2026	6/30/2027

2027 Task 102 Projects, Description and Schedule (updated as of 7/10/2025)					
Passenger Rail Station Siting Study*	Evaluate feasibility of potential passenger rail terminal facility locations in MPO region. The study will consider factors relating to transportation connectivity and accessibility such as integration with other modes of transportation (ie, transit), car access and parking, walkability and bikeability, and convenient transfer points.	\$225,000	\$112,500	June 2026	7/31/2027
Socio-Economic Data Purchase	SE data, including household and employment data, will be purchased and refined by MPO staff for use in the update of the Travel Demand Model.	\$5,000	\$5,000	January 2027	October 2027
<u>Parking Constrained Areas Study</u>	<u>Evaluation of specific areas in Bismarck and Mandan with limited parking availability such as downtown areas, state capitol complex and educational campus areas to identify a broad set of options to address parking challenges in these and other areas. Will examine existing and projected demand and alternatives to address including, but not limited to public transportation use, micromobility options, on-street parking demand management, scheduling, pedestrian and bicycle improvements.</u>	<u>\$150,000</u>	<u>\$77,000</u>	<u>August 2026</u>	<u>June 2027</u>
Travel Demand Model Update (ATAC)*	ATAC will update and refine the Bismarck-Mandan MPO Travel Demand Model for use in the TDMSE. Addendums to the ATAC Master Agreement will outline scope and fees.	\$60,000	\$60,000	February 2027	January 2028
Morton County Future Land Use Plan/Map*	Key land use components (i.e. development density, topography, and location influence) can strongly impact essential transportation planning factors such as street access, design, traffic patterns, and traffic volumes. These factors determine future traffic modes and will be evaluated to produce a future land use map that will guide decision making at the County and regional levels regarding future growth and development and to refine existing zoning districts and create a map that will better lend themselves to orderly growth, development and future transportation planning. For example, the resulting Future Land Use Plan will be used for future updates of the metropolitan travel demand forecasting model and Bismarck-Mandan Metropolitan Transportation Plan.	\$150,000	\$76,700	June 2027	June 2028
Travel Demand Model and Socio-Economic Update and 2030-2055 Metropolitan Transportation Plan (combined)*	Standard update of the Travel Demand Model and Socio-Economic Update and subsequent 2030-2055 Metropolitan Transportation Plan. Update and discuss the MPO's projections for future households and businesses, transportation goals and objectives, and current state of transportation systems. Identifies a fiscally constrained list of improvements to the target year of 2055.	\$550,000	\$45,000	TDMSE March 2027 MTP April 2028	TDMSE April 2028 MTP December 2029

*These activities may contribute toward the 2.5% spending requirement for the Safe and Accessible Transportation Option set aside. Total spending will be ~\$15,970 as determined by study efforts and staff time dedicated to this task.

Final Products:

Funding for Task 102 is exclusive to contractual obligations, and final products for Task 102 are determined by each project's contract. Final products will be a final report and presentation on the following:

- 2025 Fringe Area Road Master Plan (2026)
- Parking Constrained Areas Study (~~2026~~ 2027)
- Mandan Signalized Intersection Analysis Study (2027)
- Transit Development Plan (2027)
- Passenger Rail Station Siting Study (2027)
- Morton County Future Land Use Plan/Map (2028)
- TDMSE (2028)
- Final Report/Presentations/Adoption of MTP (2029)

Additional final products will include the final files and/or presentation for any modeling service provided by ATAC, including the Travel Demand Model update in 2028. Receipt of final files for the ~~2027~~ 2026 Socio-Economic Data Purchase, 2026 Traffic Data Collection Analysis, and file access to procured Origin-Destination Data serve as final deliverables when provided according to contract specifications.

Schedule and Completion Date:

See tables: "2026 Task 102 Projects, Description and Schedule" for start and completion dates of each project identified for funding in 2026, and the table titled "2027 Task 102 Projects, Description and Schedule" for start and completion dates of each project identified for funding in 2027.

TASK 103: CAPITAL, OPERATIONAL AND TRAVEL EXPENSES**Purpose:**

Provide for the operational expenses and capital investments necessary to carry out the transportation planning process. Expenses will ensure the MPO staff have a secure worksite, adequate resources to perform the work, and opportunity to increase or maintain proficiency within their positions.

Present Status:

The MPO rents office space from the City of Bismarck who is the MPO's host agency. The building rental expense also covers utilities, snow removal, janitorial, water, etc. The MPO pays a rental fee for parking which comes under an arrangement between the City of Bismarck and the Bismarck Parking Authority. Both rental expenses are billed monthly.

The MPO reserves funding for special operational expenses that improve the professionalism and knowledge of its staff. Training opportunities typically require lodging, meal, airfare, fuel or mileage reimbursement, car rentals or taxis, conference registration, or other travel related expenses. The MPO typically budgets for between two and three out-of-state training opportunities a year. Such opportunities include the Transportation Research Board (TRB) Annual Conference, American Planning Association National Conference, Western Planner Conference, TRB Tools of the Trade Annual Meeting, and Association of Metropolitan Planning Organization Annual Conference. Also, FTA offers a Triennial Review Workshop for recipients preparing for upcoming reviews and site visits. Additionally, there are several in-state travel opportunities and conferences including NDDOT's Transportation Conference, ND Main Street Conference, Western Planner Conference, and the MN & ND MPO Conference, and ATAC Partners Meetings. Routine in-state trips occur within the immediate metro area or to a partner agency within the state. Travel within the community occurs monthly; travel out of the area may occur quarterly.

Since the MPO is housed within the host agency, some operational expenses are provided by the City of Bismarck on a prorated basis. Prorated expenses may be based on number of staff, as in phone lines, software upgrades, VPN, etc., while other expenses are prorated on usage, as in the use of the printer/copier. Select operational expenses are expensed to the MPO directly by an outside agency. These expenses may include membership dues/subscriptions, drug testing, and/or position testing for new employees. The MPO recently secured a membership, on behalf of all 5 member jurisdictions, to Big Sky Passenger Rail's Government Partner Program to promote and assist with coordinated planning efforts related to the restoration of passenger rail service in the MPO region.

Select operating expense are more public facing, such as printing expenses and advertising expenses. The MPO advertises public hearing, public meetings, or the release of required MPO products nearly every month. Although less commonly used, the MPO also reserves funds for educational opportunities, where staff may be able to educate the public on transportation issues.

The MPO budgets for its own small capital, which include staff office equipment, staff computers, office supplies, copying/printing supplies, and postage.

The City of Bismarck does not have an Indirect Cost Allocation Plan, so they do not charge the MPO for indirect costs.

Proposed Work:

Task 103 is divided into four categories which align with the City of Bismarck's accounting system. Expected Capital, Operational, and Travel Expense will fall within one of the following:

- 1) Rental Space
- 2) Lodging and Associated Travel Expenses
- 3) Office Operations
- 4) Office Supplies and Subscriptions

Please see the 2026 and 2027 UPWP Budget Table for a breakdown of expenses assigned to these four categories for both 2026 and 2027.

Final Products:

Products of Task 103 include maintaining a worksite for MPO staff, ensuring the operations of the office, the purchase of capital items, office supplies, office subscriptions/memberships, and securing training opportunities to ensure staff are proficient in their work.

Schedule and Completion Date:

The MPO will process bills for Capital, Operational, and Travel Expenses regularly every month. Certain months may have higher expenses due to the purchase of capital items or the occurrence of a training or conference. All expenses will be expensed in their respective calendar year.

Note: All capital purchases will be conducted in accordance with the procurement policies set forth by the City of Bismarck and NDDOT.

TASK 104: COMPLETE STREETS (TRACKING ONLY)**Purpose:**

To note the anticipated allocation of the Safe and Accessible Transportation Option set aside (Complete Streets funds) during the calendar years of 2026 and 2027. Complete Streets funds will be expended under Task 101 and Task 102, and so the budgets for those tasks include Complete Streets funds. Task 104 is intended to describe the use of the Complete Streets funds and provide a way to track the spending.

Present Status:

The Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA) of 2021 includes a set-aside for "Increasing Safe and Accessible Transportation Options". This set-aside requires states and Metropolitan Planning Organizations (MPOs) to dedicate a minimum of 2.5% of their Metropolitan Planning (PL) funds to activities that improve transportation options for people of all ages and abilities. These activities, often referred to as "Complete Streets" planning, focus on creating safer and more accessible transportation for various modes of travel. For the purpose of this requirement, the term "Complete Streets standards or policies" means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

The BIL includes requirements which serve to promote studies that gather travel data and travel demand forecasts and to use this information to develop best practices or guidance for future investments in transportation improvements and to improve the quality of transportation plans, models, and travel demand forecasts.

The BIL continues the Metropolitan Planning Program, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas, continues all funding features that applied to Metropolitan Planning (PL) funding under the FAST Act. While the BIL expires on September 30, 2026, the date marking the end of the five-year funding period authorized by the law, which began in fiscal year 2022, this biennial assumes an extension of the Complete Streets funding set aside in year 2027, either by Continuing Resolution of the current infrastructure legislation or by the potential extension of the funding set aside as an inclusion in new infrastructure legislation passed prior to 2027.

The MPO intends to expend these funds through monthly staff wages assigned to the coordination of the MPO's Bike-Ped Subcommittee and through consultant planning studies in each year of the work program.

All funds estimated for each year of the budget and work program are expected to be completely exhausted by the end of each respective calendar year.

2026 Complete Streets Funding:

Federal: \$15,655.02
Local: \$3,913.76
Total: \$19,568.78

2027 Complete Streets Funding (*estimate - subject to change*)

Federal: \$15,970.00
Local \$3,992.50
Total \$19,962.50

Proposed Work:**2026 Complete Streets Activities**

Complete Streets activities occur in Task 101 and Task 102 in 2026. Collective funding expenditure from the two tasks is estimated to total \$19,568.78. Complete Streets funding allocated to Task 101 in 2026 equals \$4,000 and will reflect MPO staff time for coordinating the Bike-Ped Subcommittee for at least 7 hours each month. Complete Streets funds estimated for Task 102 equals \$15,568.78 and will be utilized by the Transit Development Plan, the Passenger Rail Station Study, and the Parking Constrained Areas Study. Each of these studies will contain varying components of standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

2027 Complete Streets Activities

Complete Streets activities occur in Task 101 and Task 102 in 2027. Collective funding expenditure from the two tasks is estimated to total \$19,962.50. Complete Streets funding allocated to Task 101 in 2027 equals \$4,000 and will reflect MPO staff time for coordinating the Bike-Ped Subcommittee for at least 7 hours each month. Complete Streets funds estimated for Task 102 equals \$15,962.50 and will be utilized by the Transit Development Plan, the Passenger Rail Station Study, the Travel Demand Model Update, the Morton County Future Land Use Plan and the TDMS/MTP update. Each of these studies will contain varying components of standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles or elements that gather travel data and travel demand forecasts and to use this information to develop best practices or guidance for future investments in transportation improvements and to improve the quality of transportation plans, models, and travel demand forecasts.

Final Products:

Complete Streets products resulting from staff time allocated to the Subcommittee may include review and critique of Transportation Alternatives applications, annual walk audits and reports, meeting minutes, public announcement of bike or walk celebration weeks, and/or other activities conducted by MPO staff in the facilitating of the subcommittee. These products will lead to enhancements in the region's bicycle and pedestrian network and encourage public awareness of non-motorized travel.

Complete Streets products resulting from Task 102 will include final reports with recommendations for policies, strategies, safety improvements, and service plans that ensure safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, and individuals with disabilities. Additionally, the final data products (files) will be used to provide a final updated Travel Demand Model for use in developing best practices or guidance for future investments in transportation improvements through the TDMSE/MTP.

Schedule and Completion Date:

Funds will begin to be used after the authorization of Complete Streets fund by NDDOT for each respective year of the 2026 and 2027 work program and budget. All 2026 Complete Streets funds are expected to be exhausted by December 31, 2026, while all Complete Streets funds, if applicable in 2027, are expected to be exhausted by December 31, 2027.

Submission Date:

March 9, 2026

Mr. Larson:

Performance Period:January 31 – February 28,
2026

Enclosed is Bolton & Menk's invoice for the Bismarck-Mandan Safe Routes to Services project, for the period ending February 28, 2026. The total fee for work completed during this time period is \$25,396.28. A brief overview of the project progress is provided below.

Project:Fringe Area Roads Master
Plan Update

Tasks complete to date:

BMI Job No.:

25X.139841.000

Recipient: Bismarck-Mandan
MPO**Prime Consultant:**

Bolton & Menk

Task	% Billed	% Complete
Task 1: Discovery, Outreach, and Engagement	53.1%	50%
Task 2: Assessing Technical Needs	95.2%	95%
Task 3: Balancing Needs with Community Priorities	25.8%	25%
Task 4: Final Deliverables	7.4%	7.4%
Total:	36.8%	36.8%

Summary of Activities Within Invoice Period:**Task 1: Discovery, Outreach, and Engagement**

- Project management team meetings and special meetings with BMMPO Staff (February 13, 20)
- Presentation to Technical Advisory Committee and Policy Board (February 17)
- Regular maintenance and data summary of public engagement and data collection digital tools

Task 2: Assessing Technical Needs

- Assessment of physical existing conditions around Fringe Area road network, with overall summary of findings
- Coordination with NDSU ATAC for travel demand model contributions
- Identification of major areas of deficiency and need in network

Task 3: Balancing Needs with Community Priorities

- Continued refinement framework of the plan taking on different roles and administrative/policy function than the current plan has.
- Revised format for stakeholder outreach including continued involvement

Task 4: Final Deliverables

- Beginning development of report deliverables and other public-facing products

Required Action by BMMPO:

- None in this reporting period

Problems Encountered:

- None in this reporting period

Summary of Project Decisions:

- In response to feedback from the Steering Committee at the January 22 meeting, the consultant team and MPO have proposed a new approach to the plan's structure, with the plan potentially defining a series of critical transportation corridors and network locations that would involve a higher degree of decision-making and review in the event of development proposing changes to the plan. Under this approach, the remainder of the FARMMP network would continue to be an advisory document, primarily left to the region's local governments to implement.
- In response to other feedback, we have proposed to change the approach to stakeholder involvement into a more focused workshop-based engagement around major corridors and hot spots. This format was developed substantially in February, with supporting materials prepared.

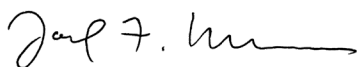
Out of Scope Services:

- None in this reporting period

If you have any questions, please do not hesitate to contact me at 651-509-6771.

Sincerely,

Bolton & Menk, Inc.



Joel Mann

Transportation Project Manager

Fringe Area Roads Master Plan Update

March 2026 Updates for MPO Technical Advisory Committee and Policy Board

Overview

Building on past updates, the MPO member jurisdictions have been open to a **more streamlined way of documenting when the FARMP needs to be amended**, typically when a connecting road does not follow the alignments shown in the plan. Work in February explored this topic further, along with developing a regionally-significant corridor network that would capture the intent of previous concepts like a north-south beltway on each side of the Missouri River.

This has reinforced our initial direction that the FARMP Update would be a hybrid of a major corridors plan and a framework for building out a road network as development continues. The team has developed a draft set of corridors that would be designated as regionally significant, and has begun identifying the important connections to that network the MPO and its member jurisdictions do not need to coordinate as extensively on plan amendments (while keeping the target network of new connections).

REGIONALLY SIGNIFICANT CORRIDOR EXAMPLES

The following are examples of major corridors proposed for a regionally significant network, with some simple explanations of reasons for each. A map of this network follows this update memorandum.

- **East 66th Street/NE 71st Avenue (Burleigh County):** This is essentially the concept explored in the 2009 North-South Beltway study prepared for BMMPO at the time, contemplating a bypass road to alleviate traffic from the growth of eastern Bismarck. It is part of a larger system of corridors that are critical to preserving regional mobility and accommodating growth, and as such does not need to be branded separately from other major corridors. Because of its major connection between Lincoln and the northeast fringe areas of Bismarck, the corridor may feature a future interchange with I-94, which is included in the overall FARMP planning concept.
- **NW 57th Avenue (Burleigh County):** this is the western extension of the 71st Avenue east-west corridor, selected primarily because of its link to a preferred candidate for a new northern Missouri River Crossing.
- **56th Avenue (Morton County):** this corridor currently does not cross I-94, and due to forecast growth in the location where it would, is recommended in the plan as a potential future interchange. The approaches to this interchange area and the alignment of the overall corridor should consider interchange spacing and physical footprint.
- **McKenzie Drive (Morton County):** this corridor is currently a collector street covering a short distance, but it features an interchange with I-194/the Bismarck Expressway, and previous versions of the FARMP call for it to be extended across the Heart River. This extension would allow it to provide connection directly to expanding southwest neighborhoods of Mandan and not require these areas to travel through downtown Mandan to access the Bismarck side of the river.

Guidance for the MPO's leadership committees and discussion questions

The following are taking shape as the plan evolves in its format. As stated in February, the roles and level of engagement with the MPO's governance and advisory committees may have some additional roles and responsibilities.

- **The TAC and Policy Board may be more involved in making decisions on regionally significant corridors and connections**, especially if land development around them might lead to changes in their alignment or roadway function. The FARMP updated will propose a decision-making process for this.
- The FARMP will develop basic cost estimates for all regionally-significant corridor projects and outline a potential level of commitment for making these investments in the region, as well as the regional growth threshold that would constitute regionally significant corridors being built.
- Partnership with the North Dakota Department of Transportation might lead to **NDDOT taking a lead on some of these projects**, not the local governments in which they are located.
- Any non-critical corridors could be built according to guidance of the FARMP, much as they are today. However, the plan would include specific details on how non-critical roads and critical roads interface with one another, and essential components to keep in mind (such as relocation of roads around future freeway interchanges or bridge approaches).

Stakeholder Workshops – March 11 and 12

As noted in the February update, **BMMPO and the consultant team have proposed a modified approach to the plan's original public engagement plan that allows stakeholder interaction to explore technical issues in a more hands-on way.** This is based on the idea of the FARMP focusing first on major corridors. This is also based on the list of hotspot locations that the MPO identified as representing key challenges in allowing growth and development to continue.

This new stakeholder strategy would follow three main tracks:

OUTREACH TRACK	STATUS FOR THIS UPDATE
TRACK 1: Focused conversations with a smaller set of stakeholders more directly involved in development in fringe areas, especially Burleigh County township supervisors and other community representatives.	Bolton & Menk Team currently scheduling these discussions.
TRACK 2: A pair of more extensive design workshops, one addressing Mandan and Morton County, and the other addressing Bismarck and Lincoln/Burleigh County, focusing on potential key corridors and hotspots in each.	Discussions scheduled for March 11 and 12. By the time of the TAC and Policy Board updates, the team will be sharing summaries of these meetings.
TRACK 3: One update session and workshop with key planning and project development staff from the North Dakota Department of Transportation.	Bolton & Menk Team currently scheduling these discussion, with tentative dates selected for the weeks of March 30 and April 6.

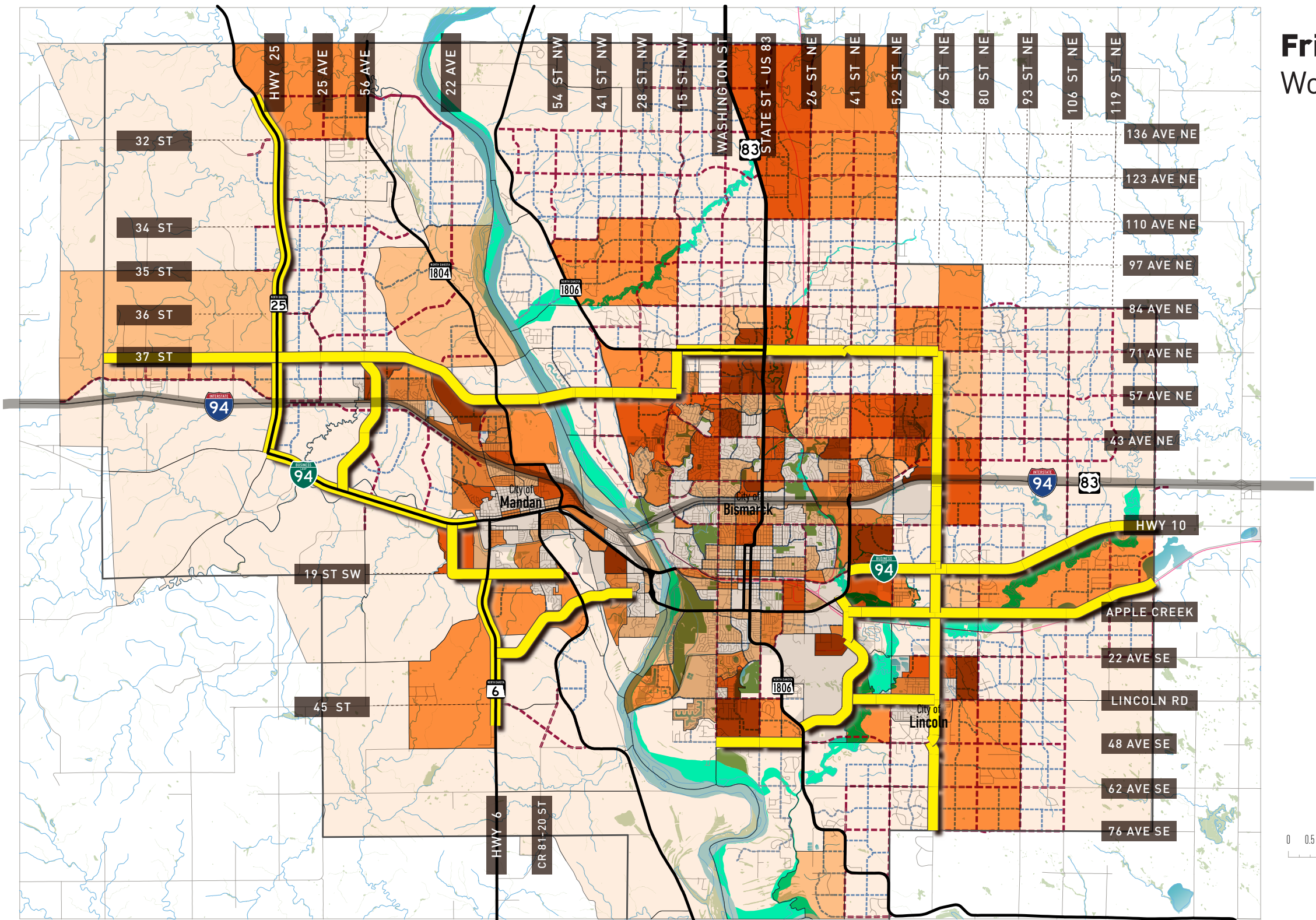
Each of these is described in more detail in the following sections, with an overall target timeline at the end of this strategy description.

TRACK 2: KEY CORRIDOR AND HOTSPOT DESIGN WORKSHOPS

Building on last month's update, the format of this workshop has evolved to two separate working sessions, the first focused on an overall introduction to the FARMP with input sought from stakeholders on regional priorities for their representative organizations, and the second workshop focused on how the FARMP would be implemented, with local government staff offering perspective on current applications of the FARMP. Organization of the update has benefited from involvement of the Bismarck-Mandan Chamber Economic Development Council, who will host the events.

Fringe Area Roads Master Plan

Working Network Map



MAP LEGEND

- 2014 FARMF Arterial Corridor Alignment
- 2014 FARMF Collector Corridor Alignment
- 2026 Update - Proposed Regionally Significant Corridor
- NDDOT Route
- Water
- Floodway
- Wetlands

Forecast growth in households and jobs, present to 2050 (numbers are the totals of both households and jobs)

- 25 to 100 additional
- 100 to 500 additional
- 500 to 1,000 additional
- Over 1,000 additional

DRAFT

This map represents work in progress and is not representative of final recommendations or potential actions from BMMPO. It is included for purposes of updating the MPO on emerging ideas.