

**MEETING AGENDA
May 18, 2026**

Tom Baker Meeting Room

**City/County Building,
Bismarck**

10:00 AM

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 DakotaMediaAccess.org. 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 April 20, 2026, Meeting 3
4. MANDAN SIGNALIZED INTERSECTION TRAFFIC DATA COLLECTION
Staff Memo and Q1 Progress Report (Exhibit C-A)11
5. NOTICE OF 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATION
TIP Modification (Exhibit C-B).13
6. 2027-2028 UNIFIED PLANNING WORK PROGRAM (UPWP) STUDIES LISTS APPROVAL
2027-2028 UPWP Studies List Memo(Exhibit C-C)15

REGULAR AGENDA

7. BISMARCK FUNCTIONAL CLASS CHANGE REQUESTS– STEPHEN LARSON, MPO
Bismarck Functional Class Change Requests (Exhibit R-D) 17
ACTION ITEM: Recommend Approval of the Functional Class Change Requests

8. 2026 CURB MANAGEMENT STUDY (CMS) RFP– STEPHEN LARSON, MPO CMS RFP (Exhibit R-E)	21
ACTION ITEM: Recommend Approval of the CMS RFP	
9. 2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT – KIM RIEPL, MPO 2027-2028 UPWP Amendment (Exhibit R-F)	37
ACTION ITEM: Recommend Approval of the UPWP Amendment	
10. BASICS ACT LETTER OF SUPPORT– KIM RIEPL, MPO Basics Act Letter of Support (Exhibit R-G)	73
ACTION ITEM: Recommend Approval of BASICS Act Letter of Support	
11. 2026 FRINGE AREA ROADS MASTER PLAN (FARMP) UPDATE– Joel Mann, Bolton & Menk Progress Report (Exhibit R-H).	77
12. FY 2028 TRANSPORTATION ALTERNATIVES (TA) UPDATE– STEPHEN LARSON, MPO	
13. PASSENGER RAIL SERVICE UPDATE– KIM RIEPL, MPO Passenger Rail Service Memo (Exhibit R-I).	83
14. ROADWAY PROJECTS – All Jurisdictions	
15. OTHER BUSINESS	
16. ADJOURNMENT	

The next scheduled TAC meeting is on 6/15/2026. 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)	55.7%	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
APRIL 20, 2026

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met April 20, 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, Tim Jacobs for Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Will Hutchings, and Kim Riepl. Members absent were Mitch Flanagan and Natalie Pierce. The Mandan City Planner and the Freight Industry Representative positions are vacant.

Others present or participating via Zoom included Stephen Larson, Tracy Walters and Paulette Jacobsen, Bismarck-Mandan MPO; Kristen Sperry, FHWA; Paul Benning; WSB Engineering and Dave Mayer; Bismarck Parks and Recreation.

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 called for a motion to approve the Consent Agenda item.

MOTION: Mr. Nairn made a motion to approve the consent agenda item. Ms. Marshik seconded the motion and with Daniel Nairn, Tim Jacobs, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

FY 2027 RECREATIONAL TRAILS PROGRAM (RTP) APPLICATIONS

Mr. Larson stated that North Dakota Parks and Recreation District (NDPRD) recently solicited for the FY 2027 Recreational Trails Program (RTP). They opened their solicitation on April 1 and accepted applications through April 13. Applications for projects within the MPO area require an MPO letter of support, which may be provided after the application window closes. Assuming TAC and Policy Board approve of the applications, the MPO will provide letters to the applicants for submittal to the NDPRD. For this year's solicitation, the MPO received one application for Bismarck Cottonwood Park South Trail Connections Project. This project is consistent with the MPO's current MTP. The MPO does not prioritize RTP projects but is asked to review and support.

The Bismarck Parks and Recreation District (BPRD) is applying for a rehabilitation of shared-use trail connections within the southern portion of Cottonwood Park. The proposed project includes 5,901 linear feet of 10-foot-wide shared-use trail that is currently aged and cracking, including 176 linear feet of trail that needs to be removed or replaced. The project is located within one of Bismarck's most popular parks and includes trail sections that provide accessible routes to the ADA fishing pier at Cottonwood Pond, connection to Hidden Star Park and neighborhoods west of the park, and links to sports fields, playgrounds, and spectator areas. The total cost is \$312,500, with a requested federal share of \$250,000.

Mr. Larson invited Mr. Mayer to add additional details for the project.

Mr. Mayer stated that he didn't have anything else to add.

Mr. Hutchings asked Mr. Mayer how long they have been applying for this specific project. Mr. Mayer stated that they have submitted the project for a Transportation Alternatives Grant three years ago and submitted it to the RTP last year.

MOTION: Mr. Wigness made a motion to recommend approval of the FY 2027 Recreational Trails Program (RTP) Applications. Mr. Schell seconded the motion and with Daniel Nairn, Tim Jacobs, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

BISMARCK FUNCTIONAL CLASS CHANGE REQUESTS

Mr. Larson stated functional class roadways are eligible for federal funding and describes the roadway's general function within the roadway network and helps to direct federal, state and local resources to roadways. Functional Class changes have historically been processed every ten years by the MPO after the adoption of a new urbanized area boundary and after every decennial census. He noted that the MPO is moving towards a more effective system which addresses Functional Class issues as they come up. The City of Bismarck completed the extension of East Century Avenue and 52nd Street from East Century Ave to 43rd Ave and he provided a reference map of the area. With the completion of this road, the City of Bismarck has requested that these roads be functionally classified since they connect to an existing arterial on Century Ave and an arterial on 43rd Street. Mr. Larson stated that he has received comments from the City of Bismarck and Burleigh County addressing potential issues that they would like to address before proceeding with this request. He noted that the MPO is looking for a motion for this request to be reconsidered at the May TAC and Policy Board meetings.

Mr. Schell added in this particular area or future connections of Tyler Parkway, segments of 57th Avenue and other similar type of roadways, that we would add them to the Functional Classification network. He noted that he was not initially aware of any negative impacts to calling 52nd Street a functional classified roadway, however; Burleigh County has expressed their concerns and they would like to request additional time for discussions pertaining to the issues to allow clarification on how to proceed and bring this back to the May TAC and Policy Board meetings.

Mr. Wigness asked if the newly constructed portion of East Century needs to be classified at the same time as 52nd Street.

Mr. Schell replied yes, the proposed limits to be functionally classified are from Roosevelt Drive to 52nd Street on Century Avenue. The limits from 52nd Street are 43rd Avenue, a functionally classified arterial, to the extended Century Avenue.

MOTION: Mr. Schell made a motion to continue the Bismarck Functional Class Change Requests to the May TAC and Policy Board meetings. Mr. Wigness seconded the motion and with Daniel Nairn, Tim Jacobs, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

2026 TRANSIT DEVELOPMENT PLAN (TDP) CONSULTANT SELECTION

Ms. Jacobsen stated the MPO held interviews for the Transit Development Plan (TDP) update on April 13, 2026. The three firms that were interviewed included Bolton and Menk, Houston Engineering, and SRF. The selection committee consisted of representatives from Bis-Man Transit, City of Bismarck, City of Lincoln, and City of Mandan. Ms. Jacobsen stated she served as a moderator for the interviews. She noted that all of the consultants did an excellent job putting together proposals for the project. The selection committee has promoted Bolton and Menk as the preferred consultant for the TDP. The MPO is requesting recommended approval of the selection for Bolton and Menk as the consultant for the project and permission to pursue contract negotiations. The MPO will execute the contract after legal and

NDDOT review. The QBS letter certifies that the MPO has complied with NDDOT's qualification-based selection requirements for the consultant selection process and will be signed by the Policy Board Chair after their meeting.

Mr. Hutchings asked how many consultant proposals were received for the TDP.

Ms. Jacobsen replied that they received four consultant proposals.

MOTION: Ms. Hughes made a motion to recommend approval of the 2026 Transit Development Plan (TDP) Consultant Selection of Bolton and Menk. Mr. Nairn seconded the motion and with Daniel Nairn, Tim Jacobs, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

2026 PASSENGER RAIL STUDY RFP

Ms. Riepl stated the objective of this project is to identify and evaluate passenger train station corridors and potential site locations for a new passenger rail service station or stations and platforms to serve the MPO area. She stated the study aims to determine whether a single station or multiple stations would best serve the MPO area and where the preferred potential rail station or platform locations rank, based on a matrix developed using the evaluative criteria established through the study. This study will be approximately twelve months starting in July 2026 and concluding in July 2027. The budget for the study will not exceed \$225,000.00 and all five MPO jurisdictions are indicated in the 2026-2027 UPWP as partners. The study area will include the BNSF rail corridor in the MPO planning area that extends from the westernmost boundary of the MPO in Morton County to the MPO's easternmost boundary in Burleigh County. She noted the RFP was developed and provided to the jurisdictional representatives for review and comments and all comments have been addressed. If the RFP is approved, the MPO expects to have this posted on the North Dakota website by Friday, April 24, 2026, with a proposal deadline of Friday, May 15, 2026. The consultant interviews would occur the week of June 8th through June 11th and the consultant approval would happen at the June TAC and Policy Board meetings.

Ms. Riepl stated comments have been received and minor changes have been made to the RFP. She provided an overview of five significant changes to the RFP.

- The Burleigh County logo has been updated.
- The Content of Proposals section was updated to clarify SF-330 form requirements.
- The Local Existing Conditions section has been modified to include restructuring of where the description of the rail line and historic depot in Mandan occurs.
- The Study Area map was replaced with an updated version eliminating ETA references and the map's name has been changed.
- The Schedule for Contract Development and Final Project Deadline has been modified to indicate a potential presentation to NDDOT in May 2027.

Ms. Riepl noted the RFP contains standard language and format included with standard RFPs. She stated that a requirement to the Draft and Final Report section was added which addresses website content accessibility and provides a link to ensure conformance with Web Content Accessibility Guidelines (WCAG) requirements. Documents will require an accessibility check report from a tool such as PAC 2026, Adobe Acrobat's built in checker, or similar tool.

Ms. Riepl stated there will be two rounds of public engagement in both Burleigh and Morton County. This study will also coincide with outreach that is being conducted by Big Sky Passenger Rail Authority (BSPRA) in relation to their corridor ID project. She noted that the MPO understands that it is imperative to keep our local leaders and elected officials informed with study activities and rail related developments.

Mr. Hutchings noted that the accessibility standards compliance has been granted an additional year for compatibility requirements. He commended the MPO for putting these efforts into effect now.

Ms. Riepl stated that by the time the current studies are complete, that the accessibility requirements will be in place.

Mr. Schell asked if there is specific criteria that BNSF would require for the station's siting.

Ms. Riepl stated that passenger rail service would use the existing BNSF rail line and while there may be no specific requirements for passenger rail stations through BNSF, there are minimum requirements through the Federal Railroad Administration. She noted that having BNSF and Amtrak representation on the steering committee will be a key component for the study.

Mr. Schell asked Ms. Riepl if she had conformation from BNSF or Amtrak representatives to serve on the steering committee.

Ms. Riepl said she did not have confirmation from either party. She also noted that the steering committee composition is very robust and while the MPO recognizes the need to include specific representatives for their engagement and input on the study. The MPO will be sensitive to whatever time commitments they may be able to accommodate in order to get their input at regular intervals throughout the study.

Mr. Nairn stated a critical element is the coincidence of the Corridor ID Service Plan at the nationwide level. He noted discussions based on the service plan may determine the number of stations in our area.

Ms. Riepl stated phase two of the Corridor ID Service Plan will include station determination and scheduling. She noted that rail stations may be placed approximately one-hundred miles apart, however; rural communities and BSPRA representatives have stated that that may be too far. The bordering communities advocating for rail station placement in their area will help determine their locations. She added that the MPO is preparing to provide station placement recommendations to BSPRA when they enter that phase of the study, potentially in the fall of 2027.

MOTION: Mr. Schell made a motion to recommend approval of the 2026 Passenger Rail Study RFP with the changes as presented. Ms. Marshik seconded the motion and with Daniel Nairn, Tim Jacobs, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

BASICS ACT LETTER OF SUPPORT

Ms. Riepl stated on February 9, 2026, a bipartisan bill was introduced to the US House of Representatives and it was for reauthorization legislation for surface transportation. She noted that the MPO Executive Directors in ND engaged in collaboration to draft a letter of support for the BASICS Act. The Executive Directors had a chance to discuss the BASICS Act and they have agreed to develop a different approach to their letter of support. Many of the provisions are beneficial in terms of how they are stated in the bill, however; it is hard to determine how they will impact the MPOs directly at a local or regional level. The MPO Executive Directors have determined that they would like to offer support in an outcome-based approach rather than for specific provisions within the bill. She noted that there are five sponsors of the BASICS Act bill which include two Democrats and three Republicans. The BASICS Act has not yet passed thru the US House of Representatives and the bill will potentially go thru several iterations before it passes. She also stated it may be possible that the MPOs will be operating under a continuing resolution of the existing bill. Ms. Riepl proposed that the four ND MPO Executive Directors be granted more time to determine the composition of the letter of support. She is seeking a motion to recommend that the BASICS Act letter of support be continued to the May TAC and Policy Board meetings.

Mr. Schell asked if Ms. Riepl anticipated having to bring the BASICS Act letter of support back to TAC.

Ms. Riepl stated that formal Board action is necessary to have the Policy Board Chair sign the BASICS Act letter of support, so it would need to be brought back to TAC also.

MOTION: Mr. Wigness made a motion to recommend the continuation of the BASICS Act letter of support to the May meeting. Mr. Schell seconded the motion and with Daniel Nairn, Tim Jacobs, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

2026 FRINGE AREA ROAD MASTER PLAN (FARMP) UPDATE

Mr. Larson stated the Bismarck Mandan MPO is currently planning to hold its next round of public engagement activities in early May 2026. The public engagement meetings will include interactive exercises that will share the draft plan process and allow participants to engage in the planning process. He noted that the Travel Demand Modeling (TDM) with ATAC is nearly concluded and the FARMP planning team will begin to address tradeoffs and treatments for the hotspots that were identified in the RFP.

Mr. Larson stated that the FARMP planning team is considering how to define each significant corridor network to specific connections that surround them. He noted that draft plans, maps and documents will become available to the public defining the corridor network for staff, the steering committee, and the public to comment on. He anticipates that the FARMP updates will become more robust as the FARMP heads into the final months of the study and the draft of the final plan is being prepared.

FY 2026 SAFE STREETS AND ROADS FOR ALL (SS4A) NOFO UPDATE

Ms. Riepl stated the FY 2026 Safe Streets and Roads for All (SS4A) Notice of Funding Opportunity (NOFO) was announced on March 26th, 2026. This particular grant offers a 60-day application window and applications must be received by May 26, 2026, at 4:00 pm. She noted the Safety Policy Study that was completed in December 2025, was geared specifically towards making applications for implementation projects from the SS4A. Eligible applicants include the MPO's counties, cities, villages, towns and tribes. She noted that the state DOTs are not eligible to apply for these funds. Approximately one billion dollars in funds are available through this funding opportunity. For implementation grants there is over \$687,000,000 and approximately forty to seventy awards will be issued through this particular solicitation. She noted that the identification of the high injury network, the leadership goal and commitment (or Vision Zero) statement for the MPO area adopted by the Policy Board, and the safety countermeasures provided were laid out as a safety action plan so that our jurisdictions would be able to take advantage of this final effort in the SS4A funding opportunity. She noted that she has sent information to all of our jurisdictions regarding the SS4A funding opportunity and encouraged them to take advantage of this program.

PASSENGER RAIL ROUND TABLE DISCUSSION UPDATE

Ms. Riepl stated that the Policy Board has directed the MPO to reach out to principals in communities along the existing BNSF rail corridor in ND to start discussions regarding the restoration of passenger rail in ND and what implications that might bring to those communities. She noted that she has reached out to Mayors, Commissioners and City Administrators in communities including Valley City, Jamestown, Bismarck-Mandan MPO area jurisdictional partners, Dickinson, Medora and Beach to set up a round table discussion to find out what the restoration of passenger rail in ND would entail for these communities. She is narrowing down a possible date to host the meeting and anticipates sending invitations out within the next week.

Ms. Riepl stated that on May 12th, the Bismarck-Mandan EDC will host a Local Issues Committee. She noted that she would like to bring the topic of Passenger Rail in the Bismarck-Mandan area to their attention for support of our efforts with Big Sky Passenger Rail Authority (BSPRA).

AMERICANS WITH DISABILITIES ACT (ADA) WEB CONTENT ACCESSIBILITY GUIDELINES (WCAG) UPDATE

Ms. Riepl stated the Department of Justice released guidelines on April 24, 2024, for Americans with Disabilities Act (ADA) Web Content Accessibility Guidelines (WCAG) as regulations as part of Title II. This guidance requires that all website content be accessible to those with disabilities. The deadline for ADA WCAG compliance is April 24, 2026, for larger communities with a population of 50,000 or more. The MPO experienced confusion on what this entailed regarding new documents, existing documents, and archival options but has been working hard to ensure that its documentation moving forward will be accessible for website posting. The City of Bismarck has taken a proactive approach to contract with a service that will convert the MPO's existing documents on the website to be accessible in an HTML accessible format. Last week, the MPO received word that the deadline for the ADA WCAG requirements would be extended by one year, so the deadline is now April 24, 2027.

Mr. Hutchings added that the ND State Information Technology Department (ITD) is looking into the one-year ADA WCAG extension deadline. He noted the ND State ITD is still moving forward with plans to update the state website for ADA WCAG compliance.

Ms. Riepl asked that if anyone finds a broken link on our website due to performing update issues, to please contact the MPO directly so the issues can be fixed.

Mr. Nairn stated that he confirmed that the ADA WCAG compliance deadline has been extended by one year and the new compliance deadline is April 24, 2027.

Ms. Hughes asked Ms. Riepl for the name of the service that the City of Bismarck is contracting with for the ADA WCAG compliance.

Ms. Riepl replied that it is Doc Access through Civic Plus.

Mr. Hutchings noted that the State has ADA compliance resources available also and to reach out if she needs assistance with the compliance update.

ROADWAY PROJECTS UPDATE

NDDOT:

Mr. Beise stated they have three current projects. The first is on I-94, Exit 161, they are putting up traffic controls and will begin paving the temporary ramp and construction will begin on the new permanent southeast ramp. The second project is on Memorial Highway, phase one, they will begin pouring an 800-foot stretch of concrete and also begin working on the water main shortly. Their third project is phase two of Memorial Highway which began last week. Traffic control has been set up at the Main Street intersection of Memorial Highway and the signal will be removed. They will be using a temporary scanner signal and pouring concrete next week and setting up traffic control underneath near the railroad bridge. He noted the path will be closed in the area next week.

City of Bismarck:

Mr. Schell stated the City of Bismarck has two current projects that appear on the STIP. The first is a signal replacement and left turn modification for the intersection of Century Avenue and 19th Street, and the other is a rectangular rapid flash beacon at the intersection of Jericho Road and Centennial Road. Both projects are under contract.

Burleigh County:

Mr. Jacobs stated they have received a flex funding grant for Centennial Road. This is a microsurfacing project that starts at Jericho Road and goes to Highway 83. They are also doing a pavement rehabilitation project on 71st Street from Aleutian Drive to Centennial Road and lighting will be added to the intersection for this project also.

City of Lincoln: Ms. Marshik stated the City of Lincoln is working on building their Capital Improvement Plan (CIP) program and they are currently conducting several studies right now. The City of Lincoln is looking forward to setting up a schedule for projects to kick off next year.

City of Mandan: Mr. Wigness stated they currently have two ongoing projects. The first project is an urban grants project on 1st Street, which is in phase one of three phases and the second project is on 8th Avenue NW and 27th Street, which is a reconstruction project. A public engagement opportunity will be held in May for the second project.

Morton County: Mr. Saiki stated he has nothing to report at this time.

OTHER BUSINESS

Ms. Riepl stated that on April 14, 2026, the NDDOT provided the Consolidated Planning Grant (CPG) distribution for 2027. The Bismarck-Mandan MPO has received an additional \$36,000 due to 2024 North Dakota FTA 5304 funds. She noted that the MPO will work the additional \$36,000 into the UPWP budget. The MPO staff will be finalizing the studies and allocating the appropriate monies toward the studies to begin the development of the 2027-2028 UPWP. She noted that the jurisdictional partners would be seeing the final studies list for their approval.

ADJOURNMENT

There being no further business, the meeting was adjourned at 11:07 a.m., with the next scheduled meeting to take place on May 18, 2026, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Building, 221 N 5th St, Bismarck.

Respectfully submitted,

APPROVED:

Tracy Walters
Recording Secretary

MPO TAC Chair

This Page Intentionally Left Blank



DATE: May 11, 2026

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

SUBJECT: Mandan Signalized Intersection Traffic Data Analysis by ATAC – Q1 Progress Report

ACTION REQUIRED: No action required.

DETAILS

An addendum to the Master Agreement with Advanced Traffic Analysis Center (ATAC) to perform the Mandan Signalized Intersection Traffic Data Analysis was approved by the Policy Board in November, 2025, and executed in December, 2025. 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.

The project is anticipated to be completed in June of 2027. Invoices and progress reports are received on a quarterly basis and will be provided for informational purposes to the TAC and Policy Board. The Quarter 1 progress report is attached.

STAFF CONTACT: Kim Riepl, Executive Director, Bismarck-Mandan MPO

kriepl@bismarcknd.gov | 701.355.1844

Date: March 31, 2026

Progress Report as of: March 31, 2026

Sponsor: Bismarck Mandan MPO

Project Title: Signalized Intersections Traffic Data Collection Pilot Project for City of Mandan

Effective Dates: January 1, 2026, through May 31, 2027

PI: Kshitij Sharma

TASKS:

1. Traffic PC provision (ATAC)
2. Traffic software installation (City)
3. Intersection detection zones and calibration checks (ATAC)
4. Intersection traffic data collection setup and data download (ATAC)
5. VISION camera-based pedestrian counting, reporting, and dashboard(s) (ATAC)
6. VISION camera-based on-street bicyclist detection (ATAC)
7. Traffic count data quality audits (ATAC)
8. Traffic data transfer and import setup (ATAC & City)
9. Website setup (ATAC)
10. Training/Project report (ATAC)

Total Contract Amount: \$ 44,793

No.	Tasks	Completion (%)	Notes
1	Traffic PC provision (ATAC)	100	Completed
2	Traffic software installation (City)	100	Completed
3	Intersection detection zones and calibration checks (ATAC)		
4	Intersection traffic data collection setup and data download (ATAC)		
5	VISION camera-based pedestrian counting, reporting, and dashboard(s) (ATAC)		
6	VISION camera-based on-street bicyclist detection (ATAC)		
7	Traffic count data quality audits (ATAC)		
8	Traffic data transfer and import setup (ATAC & City)		
9	Website setup (ATAC)		
10	Training/Project report (ATAC)		

CURRENT

Project Total Percent Complete: 10%

PAST

N/A

Bismarck-Mandan MPO

TIP 2026-2029 Administrative Modification

Project Year(s) 2026

Entity	Project	Federal	State	Local	Total	Federal Funding Source
Bis-Man Transit	5307 Operating Grant Projects	\$2,220,130 (old) \$2,237,666 (new)	\$410,000 (not counted in total)	\$993,583 (old) \$1,030,960 (new)	\$3,213,713 (old) \$3,268,626 (new)	5307 apportionment

Project Description:

This modification accounts for a slightly higher total awarded to Bis-Man Transit for its FY26 5307 operating grant than anticipated. Each project has been updated appropriately.

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

The project is currently in the TIP and is therefore consistent with the Arrive 2050 MTP.

Bismarck-Mandan MPO Policy Board informed of Administrative Modification at the May 19, 2026 meeting.
(date)

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2026	2027	2028	2029	Total
1 11.71.12	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	CCOC - Operating costs associated with the operations contract.	Fed State Local Total	\$1,491,564 \$0 \$372,891 \$1,864,455	\$1,521,395 \$0 \$380,349 \$1,901,744	\$1,551,823 \$0 \$387,956 \$1,939,779	\$1,582,860 \$0 \$395,715 \$1,978,575	\$6,147,642 \$0 \$1,536,911 \$7,684,553
2 11.7A.00	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	PM - Preventative maintenance on transit vehicles and facility	Fed State Local Total	\$95,000 \$0 \$23,750 \$118,750	\$97,850 \$0 \$24,463 \$122,313	\$100,786 \$0 \$25,196 \$125,982	\$103,809 \$0 \$25,952 \$129,761	\$397,445 \$0 \$99,361 \$496,806
3 30.09.01	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	OPR - Operating assistance for fixed route and elderly/disabled service	Fed State Local Total	\$628,725 \$410,000 \$628,725 \$1,667,450	\$641,300 \$422,300 \$641,300 \$1,704,899	\$654,125 \$434,969 \$654,125 \$1,743,220	\$667,208 \$448,018 \$667,208 \$1,782,434	\$2,591,358 \$1,715,287 \$2,591,358 \$6,898,003
4 11.32.07	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	SEC - Public transportation security projects	Fed State Local Total	\$22,376 \$0 \$5,594 \$27,970	\$22,824 \$0 \$5,706 \$28,529	\$23,280 \$0 \$5,820 \$29,100	\$23,746 \$0 \$5,936 \$29,682	\$92,225 \$0 \$23,056 \$115,281
5 11.42.06 11.42.20 11.12.04	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339) 80/20; 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	\$755,050 \$0 \$135,950 \$891,000	\$1,190,000 \$0 \$210,000 \$1,400,000	\$595,000 \$0 \$105,000 \$700,000	\$1,190,000 \$0 \$210,000 \$1,400,000	\$3,730,050 \$0 \$660,950 \$4,391,000
6	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310) 85 / 15	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	\$611,184 \$0 \$107,856 \$719,040	\$646,000 \$0 \$114,000 \$760,000	\$161,500 \$0 \$28,500 \$190,000	\$0 \$0 \$0 \$0	\$1,418,684 \$0 \$250,356 \$1,669,040
7	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	\$217,400 \$0 \$217,400 \$434,800	\$221,748 \$0 \$221,748 \$443,496	\$226,183 \$0 \$226,183 \$452,366	\$230,707 \$0 \$230,707 \$461,413	\$896,038 \$0 \$896,038 \$1,792,075
8	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80 / 20	Mobility Manager salary assistance	Fed State Local Total	\$31,920 \$0 \$7,980 \$39,900	\$33,516 \$0 \$8,379 \$41,895	\$35,192 \$0 \$8,798 \$43,990	\$36,951 \$0 \$9,238 \$46,189	\$137,579 \$0 \$34,395 \$171,974



DATE: May 11, 2026

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

SUBJECT: 2027-2028 UPWP Studies List

ACTION REQUIRED: No action required.

DETAILS

Meetings to discuss potential studies for inclusion in the development of the 2027-2018 UPWP began in late January 2026. The meetings were attended by MPO staff and representatives from all five member jurisdictions to develop a list of required products and desired studies for years 2027-2030.

The studies list for 2027-2028 was developed to include all activities relating to required work products, such as the update to the Metropolitan Transportation Plan, and study preferences provided by member jurisdictions. The draft list of studies was then refined against budgets established for each year using total revenue estimates provided by NDDOT for 2027.

The 2027-2028 studies list is being provided to assist jurisdictions with their respective budgeting processes for 2027 and 2028 and will directly inform the development of the Bismarck-Mandan MPO's 2027-2028 Unified Planning Work Program (UPWP).

Attachment: 2027-2028 Studies List

STAFF CONTACT: Kim Riepl, Executive Director, Bismarck-Mandan MPO

kriepl@bismarcknd.gov | 701.355.1844

Task 102 Projects (2027-2028 UPWP)									
Year	Federal	Bismarck	Mandan	Burleigh	Morton	Lincoln	Other	Study Name / Description	Total Cost
Carried Over from 2026 & Concluding in 2027									
2027	\$10,400		\$2,600					Mandan Signalized Intersection Traffic Data Collection concludes ~June	\$13,000
2027	\$90,000	\$13,500	\$4,500	\$3,375	\$563	\$563		Passenger Rail Station Siting Study concludes ~July 2027	\$112,500
2027	\$61,600	\$15,400						Curb Management Study concludes ~June 2027	\$77,000
2027	\$93,120						\$23,280	Transit Development Plan concludes ~ October 2027	\$116,400
	\$255,120	\$28,900	\$7,100	\$3,375	\$563	\$563	\$23,280		\$318,900
New Studies Programmed for 2027									
2027	\$8,000	\$1,200	\$400	\$300	\$50	\$50		ATAC Master Agreement	\$10,000
2027	\$28,000	\$4,200	\$1,400	\$1,050	\$175	\$175		OD Data	\$35,000
2027	\$48,000	\$7,200	\$2,400	\$1,800	\$300	\$300		Travel Demand Model Update-ATAC	\$60,000
2027	\$61,360				\$15,340			Morton County FLUP/Map	\$76,700
2027	\$27,312	\$1,200	\$405	\$300	\$4,873	\$50		Study Assoc. Modeling-MCFLUP/TAZ Update	\$34,140
2027	\$36,000	\$5,400	\$1,800	\$1,350	\$225	\$225		TDMSE/MTP (2030 MTP must be adopted by 12/2029)	\$45,000
	\$208,672	\$19,200	\$6,405	\$4,800	\$20,963	\$800	\$0		\$260,840
Totals for Year 2027									
	\$463,792	\$48,100	\$13,505	\$8,175	\$21,526	\$1,363	\$23,280		\$579,740
2028 Studies									
2028	\$58,640				\$14,660			Morton County FLUP/Map concludes ~ June 2028	\$73,300
2028	\$201,600	\$30,240	\$10,080	\$7,560	\$1,260	\$1,260		TDMSE/MTP (2030 MTP must be adopted by 12/2029)	\$252,000
2028	\$8,000	\$1,200	\$400	\$300	\$50	\$50		ATAC Master Agreement	\$10,000
2028	\$135,488	\$20,323	\$6,775	\$5,080	\$847	\$847		Aerial Photography/LiDAR Collection	\$169,360
Totals for Year 2028									
	\$403,728	\$51,763	\$17,255	\$12,940	\$16,817	\$2,157	\$0		\$504,660

ESTIMATED CPG REVENUES SUMMARY - 2027	
ND PL	\$520,934.18
ND CS	\$15,968.12
ND FTA 5303	\$177,561.87
2024 ND FRA 5304	\$36,288.17
2025 REDISTRIBUTIC	\$86,174.00
TOTAL FEDERAL FUNDS	\$836,926.35
TOTAL LOCAL MATCH	\$209,231.58
TOTAL 2027 REVENUE	\$1,046,157.93

2027 BUDGET ESTIMATES

OVERALL: \$1,046,157.93

STUDIES: \$579,740 (\$463,792 Federal / \$115,948 Local)

2028 BUDGET ESTIMATES

OVERALL: \$910,941.81

STUDIES: \$504,660 (\$403,728 Federal / \$100,932 Local)

NOTE: 2027 REVENUE AND BUDGET ESTIMATES BASED ON NDDOT ESTIMATES PROVIDED APRIL 2026

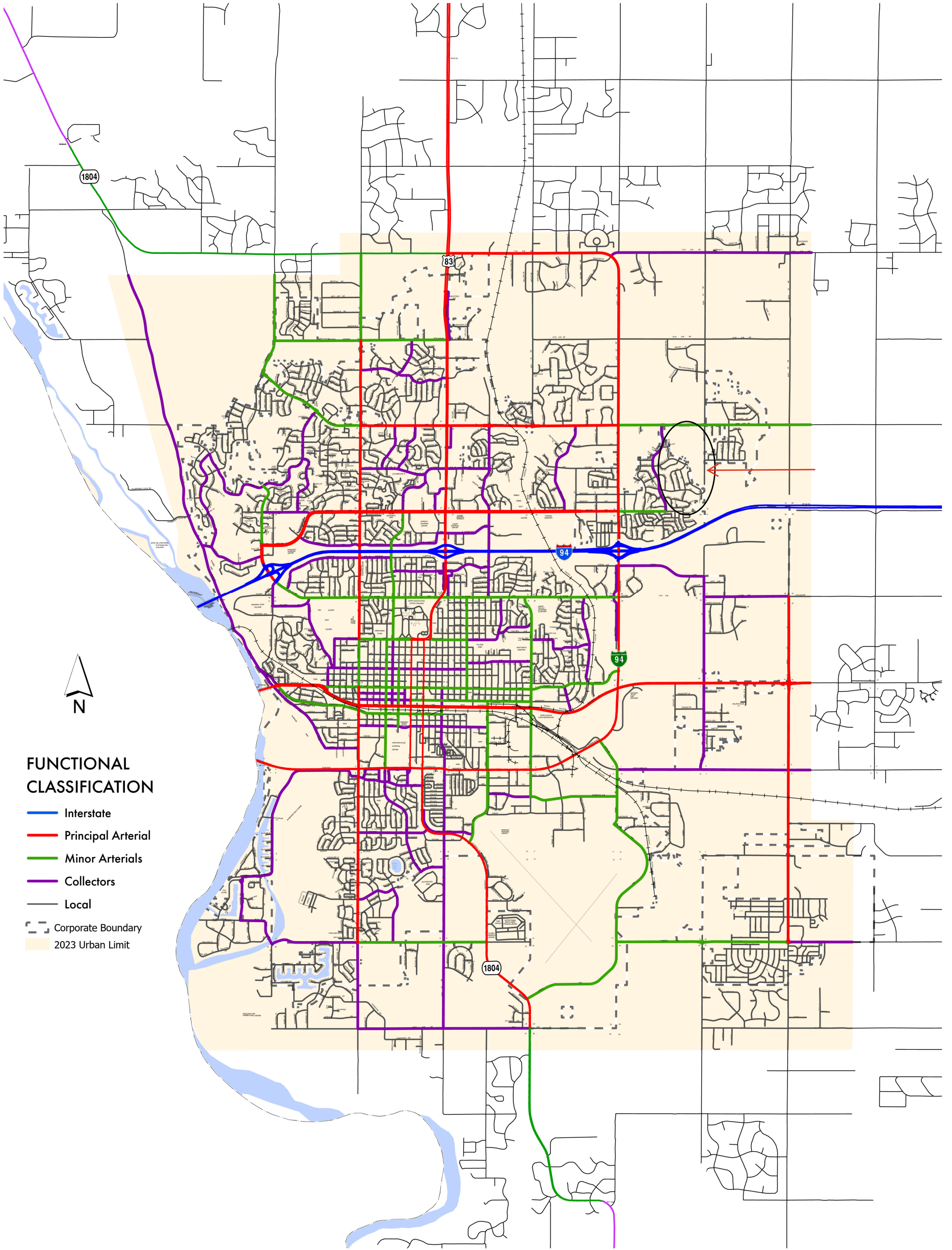
2028 BUDGET ESTIMATES BASED ON 2% INCREASE IN ND PL, ND CS AND ND FTA FUNDS OVER 2027 ESTIMATES

North Dakota Roadway Functional Classification Change Request

Date of Request: 4/21/26		Route Number (and/or name): Century Avenue	
Current Functional Classification: Not Classified		Proposed Functional Classification: Minor Arterial	
City/County: (Please attach map) Bismarck/Burleigh	Project Control Number (PCN): (If applicable)	New, or existing roadway? Both	
Proposed mileage to be reclassified: 0.62	Begin point: Roosevelt Dr	End point: 52 nd St NE	
Description of affected roadway segment: This segment reflects the 2025 extension of Century Ave from Kost Drive to 52nd Street NE which would allow the segment of Roosevelt Dr to 52nd Street NE to be functionally classified.			
Current National Highway System (NHS) Designation: Not Designated		Proposed NHS Designation: N/A	
Current Highway Performance Classification System (HPCS) Designation: Not Designated		Proposed HPCS designation: N/A	
Current Route Ownership/Jurisdiction: City of Bismarck		Proposed Route Ownership/Jurisdiction: City of Bismarck	
Origination of request: City of Bismarck request			
Reason for change in functional classification: This is a 2025 constructed extension of E Century Avenue, connected to a segment of Century Ave which is currently a minor arterial. The extension should also be designated as such.			
Signature:		Date:	
Signee's Title:			
Instructions: 1. Before submitting, please assure the form is filled out completely, including signature and date. 2. Also, please attach a copy of an appropriate City or County Functional Classification map from the NDDOT Web pages (https://www.dot.nd.gov/business/maps.htm) that clearly designates the roadway(s) being proposed for a change of functional classification. 3. The form, map, and any other documents or materials deemed supportive may be scanned into PDF format and transmitted as attachments via E-mail to Denny Johnson in the Planning/Asset Management Division – Data Management & Statistical Support Section at dennjohnson@nd.gov .			

North Dakota Roadway Functional Classification Change Request

Date of Request: 4/21/26		Route Number (and/or name): 52nd Street	
Current Functional Classification: Not Classified		Proposed Functional Classification: Minor Arterial	
City/County: (Please attach map) Bismarck/Burleigh	Project Control Number (PCN): (If applicable)	New, or existing roadway? New & Existing Roadway	
Proposed mileage to be reclassified: 0.85	Begin point: E Century Ave	End point: 43rd Ave NE	
Description of affected roadway segment: 52nd St NE is an unclassified roadway currently. It was extended to the south from Gold Dr to E Century Ave (0.427 mile extension), so it now connects into a roadway that the City wants to designate a minor arterial. 52nd St NE also connects to 43rd Ave NE, another minor arterial, to the north. 52nd is a 2 lane roadway.			
Current National Highway System (NHS) Designation: Not Designated		Proposed NHS Designation: N/A	
Current Highway Performance Classification System (HPCS) Designation: Not Designated		Proposed HPCS designation: N/A	
Current Route Ownership/Jurisdiction: City of Bismarck		Proposed Route Ownership/Jurisdiction: City of Bismarck	
Origination of request: City of Bismarck request			
Reason for change in functional classification: 52nd St NE was extended in 2025 to connect to E Century Ave, leading to the desire to designate the segment from Century to 43rd as functionally classified.			
Signature:		Date:	
Signee's Title:			
Instructions: 1. Before submitting, please assure the form is filled out completely, including signature and date. 2. Also, please attach a copy of an appropriate City or County Functional Classification map from the NDDOT Web pages (https://www.dot.nd.gov/business/maps.htm) that clearly designates the roadway(s) being proposed for a change of functional classification. 3. The form, map, and any other documents or materials deemed supportive may be scanned into PDF format and transmitted as attachments via E-mail to Denny Johnson in the Planning/Asset Management Division – Data Management & Statistical Support Section at dennjohnson@nd.gov .			



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterials
- Collectors
- Local
- Corporate Boundary
- 2023 Urban Limit

Revised 12/2025, FHWA approved 12/17/2024

Notice of Disclaimer

The North Dakota Department of Transportation (NDDOT) makes this map available on an "as is" basis as a public service. Under no circumstances does NDDOT warrant or certify the information to be free of errors or deficiencies of any kind. NDDOT specifically disclaims all warranties, express or implied, including but not limited to the warranties of merchantability and fitness for a particular purpose.

2025
FUNCTIONAL CLASSIFICATION
2020 POPULATION 73,622

BISMARCK BURLEIGH COUNTY NORTH DAKOTA

PREPARED BY
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
PLANNING / ASSET MANAGEMENT DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE
0 0.5 1 2
Miles

**REQUEST FOR PROPOSALS
FOR
TRANSPORTATION PLANNING SERVICES**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) requests proposals from qualified consultants for the following project:

Bismarck Curb Management Study

Qualifications-based selection criteria will be used to analyze technical proposals and interviews from responding consultants. The MPO reserves the right to reject any or all proposals. **This project has a not to exceed budget of \$150,000.**

Interested firms should contact Stephen Larson, Transportation Planner, at the Bismarck-Mandan MPO, 221 N 5th Street P.O. Box 5503, Bismarck ND 58501. Contact can also be made via phone 701.355.1848 or by email: slarson@bismarcknd.gov.

All proposals received by 4:00 PM (Central Time) on Friday, June 12, 2026, will be given consideration for an interview. The Bismarck-Mandan MPO reserves the right to limit the interviews to a maximum of five (5) firms whose proposals most clearly meet the RFP requirements. Firms will be notified in writing or by phone of shortlist results. Successful candidates will receive date, time, and location information for the interviews.

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

Respondents must submit one (1) electronic copy of the proposal. The full length of the proposal shall be no more than eight (8) pages. Appendix material, table of contents, and the cover page will not count toward the eight (8) page limit. Submittals must be received no later than 4:00 PM (Central Time), Friday, June 12, 2026, and may be emailed to:

slarson@bismarcknd.gov

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

REQUEST FOR PROPOSALS

TO PERFORM PLANNING SERVICES FOR:

Bismarck Curb Management Study



BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION

**Stephen Larson
Transportation Planner**

PROPOSALS MUST BE DELIVERED TO
BISMARCK-MANDAN MPO
BY 4:00 P.M. Central Time, Friday, June 12, 2026

Contents

I. PURPOSE OF THE REQUEST..... 4

II. OBJECTIVE 4

III. GENERAL INSTRUCTIONS..... 4

IV. CONTENT OF PROPOSALS..... 5

V. ADDITIONAL REQUIREMENTS AND MISCELLANEOUS INFORMATION..... 6

VI. EVALUATION CRITERIA AND PROCESS..... 7

VII. REGIONAL CONTEXT AND EXISTING CONDITIONS 8

XIII. STUDY AREA 8

IX. SCOPE OF WORK 9

X. REVIEW AND COMPLETION PROCESS 11

XI. PUBLIC INVOLVEMENT PLAN 11

XII. INFORMATION AVAILABLE TO THE CONSULTANT 12

Appendix A: Proposed Sub-Consultant Request Form

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

Appendix C: Certification and Restriction on Lobbying Form

Appendix D: Federal, State and Local Clauses

I. PURPOSE OF THE REQUEST

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

Bismarck Curb Management Study

The MPO is requesting the services of a transportation engineering/planning firm to conduct a study to evaluate areas with curb space challenges in Bismarck to examine existing and projected demand and provide alternatives for addressing curb space utilization challenges. The Study will be conducted in cooperation with the City of Bismarck, the North Dakota Department of Transportation (NDDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

II. OBJECTIVE

The urban curb is a limited resource, used for purposes as varied as bus stops, bike lanes, commercial loading and delivery, dining, passenger pickup and drop-off, parking, and turn lanes. Curb management is about allocating space efficiently and safely among those many uses (NACTO, Curb Management). Most public streets in Bismarck include roughly eight feet of roadway pavement width adjacent to the curbs that is dedicated for public use but not strictly necessary for mobility purposes. The Bismarck Curb Management Study will provide recommendations for optimizing the benefit of this important public resource, especially in high-activity areas of the City where demands on this space may exceed the available supply. The study will focus on the following:

1. Updating or creating an inventory on GIS of available curb space within the study area, along with potential constraints such as spacing from intersections, driveways, hydrants, etc.
2. Evaluating various potential uses for this space, including but not limited to, on-street parking, passenger loading zones, commercial loading zones, transit access, micro-mobility (scooter/bike share), and placemaking (e.g. outdoor dining).
3. Evaluate options for demand management of curb space, such as parking time limitations, residential parking permits, commercial loading zones, public transportation use (such as a downtown circulator route or microtransit options), shared parking agreements, pedestrian and bicycle improvements, and the management or redevelopment of obsolete or underutilized lots.
4. Estimate present and future demands on curb space utilization.
5. Provide recommendations regarding the appropriate use and management of each identified curb space in the study area, based on present and future demand estimations.
6. Provide overall recommendations regarding management technologies, enforcement, and signage.

III. GENERAL INSTRUCTIONS

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

Stephen Larson
Bismarck-Mandan MPO
221 N 5th Street
P.O. Box 5503
Bismarck, ND 58506-5503
Phone: 701.355.1848
E-Mail: slarson@bismarcknd.gov

B. Proposals shall be submitted to:

Stephen Larson
slarson@bismarcknd.gov

C. All Proposals must be clearly identified with the following:

1) NAME OF THE SUBMITTING FIRM 2) 'Proposal for: Bismarck Curb Management Study
D. The MPO will only consider proposals received prior to 4:00 PM Central Standard Time on Friday, June 12, 2026. One (1) electronic copy must be received by the deadline. Electronic copies may be emailed to slarson@bismarcknd.gov. Proposals received after the 4:00 PM deadline will be considered unresponsive and will not be considered for an interview. The MPO reserves the right to reject any or all proposals.
E. Proposal Cut Down: The Selection Committee intends to interview between three (3) and five (5) consultants, depending on the number and quality of proposals received. The strength of the written proposals will be the basis for awarding an interview. Consultants will be notified of their interview status by phone or email June 15-17, 2026.
F. Selection Committee: The Selection Committee will consist of a panel of up to six (6) people; five (5) voters and one (1) moderator. The MPO Project Manager will moderate the interviews. In the case of a first ranked tie, the moderator's ranking will provide the tie-breaking score.
G. Interviews: Consultants will be evaluated on both written proposals and interviews. Interviews may be conducted in-person, remotely, or using a hybrid combination of both options at the discretion of the candidate. Ranking is based on the criteria listed in Section V: Evaluation Criteria and Process. Interviews are planned to be held June 29-July 2, 2026. Consultants will be given forty-five (45) minutes to present their proposals and entertain questions. The consultant will be responsible for managing their interview and allowing time for questions. The MPO project manager will provide a TEAMS link for the interview to allow for screen sharing.
H. Selection and Approvals: Selection will be based on the interview committee's recommendation. All interviewees will be notified of the selection results in writing. Approval of the top ranked firm will be requested of the MPO's TAC and Policy Board on July 20 and 21, 2026, respectively.
I. Contract Negotiations: Contract negotiations will begin immediately after Policy Board approval. Consultant will be required to prepare a scope of work and final fee schedule which will be included in the MPO's template contract as Exhibit A. Draft contracts are reviewed by MPO Staff, its partners and legal counsel. Upon successful negotiations, the MPO intends to execute the contract upon staff authority (Disclaimer: This contract will be subject to a financial assistance contract between the state of North Dakota and the USDOT). Successful final negotiations shall include: 1.) Prime Consultant scope of work and final fee schedule not exceeding \$150,000 (programmed in 2026 to spend up to \$73,000 and in 2027 to spend remaining balance of \$77,000). 2.) Scope of work and fee schedule for ALL Subconsultants 3.) Prime Consultant Certificate of Liability Insurance 4.) Prime Consultant Indirect Cost Form (blank form provided by MPO) 5.) SFN 60233: Prime Consultant Request to Sublet Form (blank form provided by MPO) 6.) Up-to-date SF330 Form for NDDOT, if needed (see Section III: Content of Proposals)

IV. CONTENT OF PROPOSALS

Length of Proposals:

The main body of the proposal shall be no more than eight (8) pages and pages shall be numbered. The cover page, table of contents, and appendix will not count toward the proposal page limit of eight (8) pages.

Required Elements for Proposal:

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

- a) Description of firm

- b) Organizational chart showing project team and general activities
- c) Table of key individuals' time-available for project/study
- d) Understanding of project and proposed work approach
- e) Brief examples of past, pertinent work projects

Required Elements for Appendix:

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

- **Proposed Project Schedule:** Proposed schedules may begin as early as August 17, 2026 and should detail all activities necessary to complete the study. Activities may include but are not limited to:
 - Contract Negotiations
 - Monthly updates (via Zoom or in person) to MPO TAC and Policy Board
 - Data Acquisition (provided, as available, by the MPO, NDDOT, and local jurisdictions)
 - Consultant led in-field collection (if needed, should be prioritized before snowfall)
 - Steering Committee Meetings/Activities
 - Documents/Tech Memos for Study Milestones
 - Stakeholder Interviews
 - Public Input Meetings
 - Public Outreach Activities (webpage, meetings, social media, news releases, etc.)
 - Draft Report Development
 - Draft Report Review by Steering Committee, MPO, NDDOT, FHWA, and/or FTA (required before presentation to Bismarck City Commission and MPO Boards)
 - Final Presentations to the Bismarck City Commission and the MPO TAC and Policy Board
- **Quality Control/Quality Assurance (QC/QA) program:** Detail the program that will be used on the project. This (QC/QA) program must identify the team members, their responsibilities, and stages of development at which each is to be responsible.
- **Required Qualification Based Selection (QBS) Documents:**
 - Signed Proposed Sub-Consultant Request Form if applicable (Appendix A)
 - Signed Consultant Self Certification of Government-Wide Debarment and Suspension (Nonprocurement) Form (Appendix B)
 - Signed and Notarized Certification and Restriction on Lobbying Form (Appendix C)
- **Resumes or list of Personnel:** Detail who will be assigned to work on the project (including titles, education, and/or work experience).
- **Optional:** The Federal Standard Form 330, "Architect-Engineer Qualifications", is an NDDOT requirement, and proves the consultant is pre-qualified to provide architectural, engineering, and/or planning services. Consultants will not be penalized if the SF 330 is omitted in their proposal, but the MPO will verify a current version is on file with NDDOT after **the consultant is selected for contract negotiations. Architect and Engineering firms must have an active SF 330 on file with NDDOT before the contract can be signed.** See <https://www.gsa.gov/system/files/2024-08/SF330-21a.pdf> for a link to the SF 330. All SF 330 forms provided to the MPO will be kept on file by the MPO and forwarded to NDDOT.

Disclosure of Proposal Ownership:

At the conclusion of the selection process, the contents of all proposals will be subject to the City of Bismarck's Open Records Policy, based on N.D.C.C 44-04 requirements, and may be open to inspection by interested parties. Any information included in the proposal that the proposing party believes to be a trade secret or proprietary information must be clearly identified in the proposal. Any identified information documented as such and protected by law may be exempt from disclosure.

V. ADDITIONAL REQUIREMENTS AND MISCELLANEOUS INFORMATION

State, Federal and Local Contract Requirements:

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

Ownership of Work Product:

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

Ownership of Work Product: All work products and copyrights of the contract, which result from the contract, are the exclusive property of Bismarck-Mandan Metropolitan Planning Organization (BMMPO) and North Dakota Department of Transportation (NDDOT), with an unlimited license for use by the federal government and its assignees without charge.

General Information:

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

If the contract is terminated prior to completion of the final report, all work completed, which has been compensated for, shall become the property of the Bismarck-Mandan MPO and NDDOT, as per the 'Ownership of Work Product' Clause.

The final report will be submitted using the following formats and standards, if applicable:

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

VI. EVALUATION CRITERIA AND PROCESS

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

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

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

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

VII. REGIONAL CONTEXT AND EXISTING CONDITIONS

Bismarck-Mandan MPO Region:

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

The MPO planning area is roughly 394 square miles. It is bisected from north to south by the Missouri River and is generally comprised of rolling topography throughout. Within the MPO area, the City of Bismarck is made up of around 33,100 households and an approximate population of 75,500 (Source: 2020-2024 5-year American Community Survey). Energy development in western North Dakota from 2011-2015 contributed to a period of heightened growth for the MPO planning area, however, historic growth trends have traditionally hovered within a 1% to 1.5% annual rate of population growth. Currently, the adopted medium growth projection for the MPO area is a continuation of past trends, or a 1.1% annual growth rate for the period between 2025 and 2050.

While steady growth is generally perceived as positive, there are some concerns of particular interest, specifically: the impact of growth on public service costs, the continued ability of the MPO region to grow in an efficient manner, and the ability to maintain the high quality of life enjoyed by residents of the communities. Consistent rates of growth strain many aspects of the region's transportation infrastructure. Topography, man-made barriers, and historical development patterns have contributed to challenges regarding roadway connectivity, specifically north-south movements in Bismarck and east-west movements in Mandan. The growth has, at times, strained municipal services, schools, and transportation.

Local Existing Conditions:

Like the overall MPO region, the City of Bismarck is experiencing steady growth. It has also experienced a revitalization of its downtown core, in part due to the Renaissance Zone program, and in part due to the continued expansion of its two major hospitals. Enrollment in city schools and universities is increasing, and the state capitol complex continues to see extensive use. Development is increasingly progressing to the north, but many residents travel to and through the downtown core to access essential services and to conduct business and recreation. These and other factors (such as North Dakota's prohibition of on-street parking meters) contribute to the existence of areas of constrained parking and curb management concerns within the community.

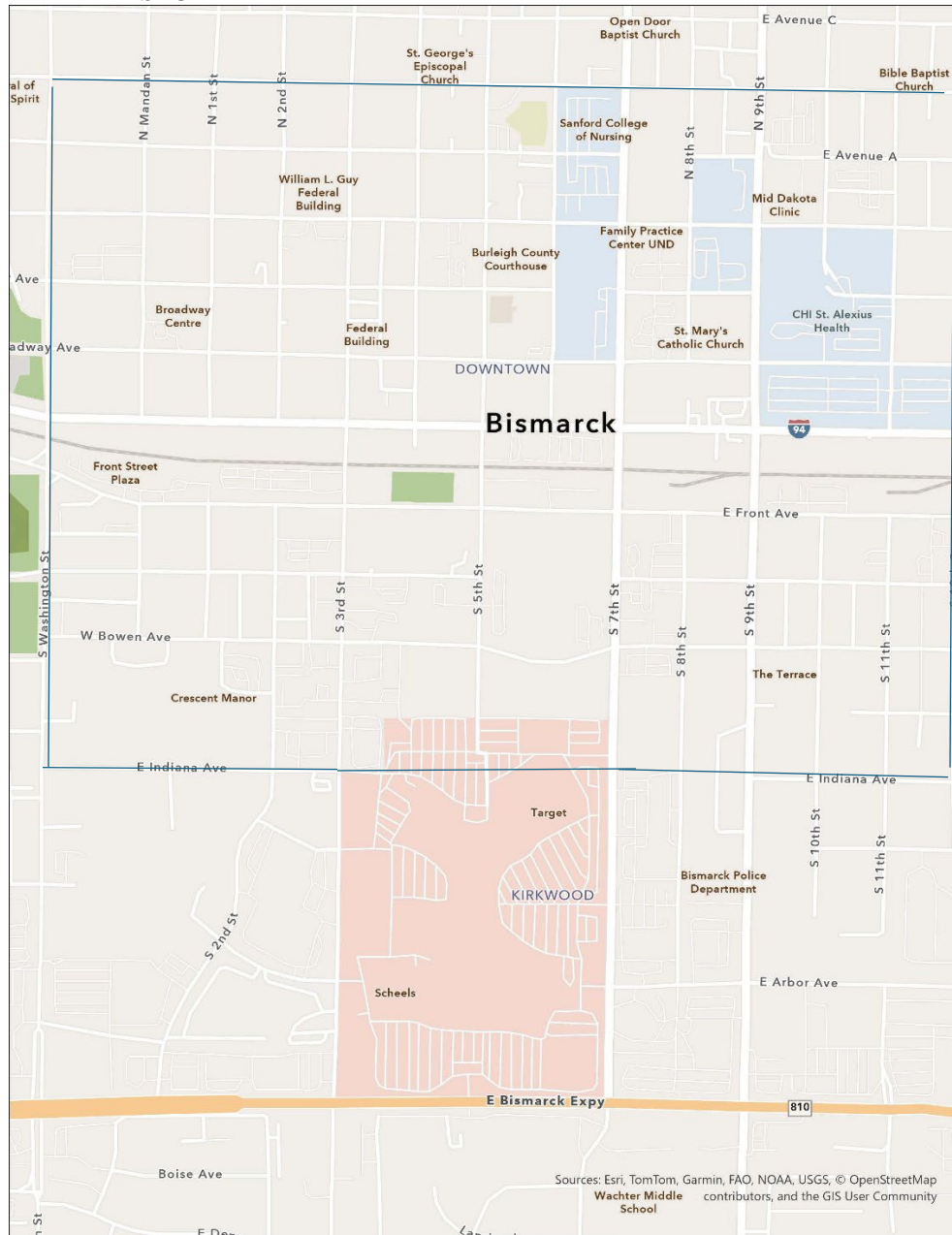
In downtown Bismarck, the City owns 4 parking structures and 2 surface lots (approximately 1,786 spaces) that are managed by the Bismarck Parking Authority. Additionally, per the Bismarck 2018 On-Street Parking Inventory, there are approximately 2,961 on-street parking spaces within the downtown area. Approximately 33% of the on-street spaces are occupied, on average, and no places within downtown have a significant loss of level of service due to insufficient parking, per the 2018 Inventory.

Managing curb space utilization, parking constraints, policies, and enforcement is important as the City completes its update to the Land Development Code (LDC), expected to be in force in the autumn of 2026. The LDC will reduce off-street parking requirements for a variety of development types and otherwise modernize zoning and development in Bismarck. This provides a number of opportunities and challenges for the City. The anticipated construction of parking facilities (in conjunction with the potential Sanford Heart Hospital) in the downtown area is also noteworthy for this Study.

XIII. STUDY AREA

The study area includes all of downtown Bismarck (from Avenue B to Kirkwood Mall, and from Washington Street to South 12th Street). The consultant will also assist the MPO and the City of Bismarck in defining any additional high-activity areas within city limits that may need to be studied, such as Bismarck High School, Bismarck State College, Legacy High School, and/or local sporting event locations.

PRIMARY STUDY AREA



IX. SCOPE OF WORK

The selected consultant will study existing and projected parking demands on curb space utilization within the study area(s), based on:

1. No less than three observations of existing curb utilization in the study area(s), taken during different times of the week based on peak activity.
2. Previous studies of curb utilization in the study area(s), including the 2018 On-Street Parking Inventory Survey conducted by the City of Bismarck.
3. Existing land uses in the study area(s) and how they may generate demands.
4. A projection of land uses in the study area(s), considering density allowances and parking requirements within the Bismarck Land Development Code and the Comprehensive Plan.

5. Interviews with operations of major activity generators, including but not limited to, hospitals, schools, and event planners.
6. The effects of shifts in travel modes between driving, carpooling, transit, walking, and cycling.

Parking policies contained within existing local and state statutes, and especially the updated Bismarck Land Development Code, should be examined. The consultant will identify a list of peer communities to evaluate, with a focus on locations that have reduced off-street parking mandates (and have addressed accompanying challenges). The adequacy of existing regulations, signage, and enforcement should be reviewed, with an emphasis on existing time and day limitations, 'No Parking' signs, and on-street ADA/handicapped parking spots.

Existing conditions, future forecasting, and public involvement will be utilized to evaluate curb management opportunities and challenges in the study area(s). A creative, multimodal range of alternatives will ultimately be produced, with appropriate prioritization based on the data and on public, Steering Committee, and MPO feedback. Alternatives should be organized into short, medium, and long-term actions, with benefits, feasibility, costs, funding sources, and trade-offs provided.

Project Management

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

Monthly TAC and Policy Board Meetings:

The consultant will provide monthly updates (i.e. progress reports) to the MPO TAC and Policy Boards. Updates will be conducted verbally (if desired by the project manager) and with written memorandums briefly updating board members on the status of the project.

Steering Committee:

The MPO project manager will assist the consultant in developing a Steering Committee for the study. The Committee may include but are not limited to the following agency and/or organizational representatives:

- City Planners
- City Engineers
- City Law Enforcement
- Bis-Man Transit Staff
- Bismarck-Mandan Chamber EDC
- Bismarck Public Schools
- Bismarck Downtowners
- NDDOT Local Government Division
- NDDOT Bismarck District
- FHWA
- FTA

The consultant shall meet with the Steering Committee periodically and as necessary during the study process to review data and recommendations. The consultant shall provide progress/technical memorandums at key points throughout the study process. Enough copies shall be provided for distribution to the Steering Committee.

Data Collection:

The consultant shall identify the data collection needed to support the Scope of Work. The consultant shall also identify times and methods in which the data will be collected. The MPO and its jurisdictions will provide datasets as available. Any additional data collection needed to complete technical analysis will be the responsibility of the consultant.

Draft and Final Report

The consultant is responsible for providing the draft report and appendices in electronic format for review. Creative options for formatting will be considered, if they increase the usefulness of the Study. The consultant shall provide up to four (4) paper copies of the final report as well as an electronic format. All graphics of preliminary and final alternatives within the report shall be easy to read, meet accessibility standards, and be easy to reproduce. Summaries and technical analysis of important meetings shall be included in the appendix of the report. Comments received from public meetings and public

comment opportunities shall be addressed and included in summarized form within the appendix of the final report. All deliverables, including PDFs, web pages, interactive features, and multimedia content, shall conform to WCAG 2.1 Level AA success criteria, available here: <https://www.w3.org/TR/WCAG21/>. Documents will require an accessibility check report from a tool such as [PAC 2026](#), Adobe Acrobat's built-in checker, or similar.

X. REVIEW AND COMPLETION PROCESS

A. Draft Development and Review:

A draft report shall be produced after all recommendations have been developed and reviewed by the Steering Committee. Electronic copies of the draft report shall be provided for the Steering Committee, the MPO project manager, NDDOT, FHWA and FTA for their review and comment. All comments from the MPO, NDDOT, FHWA, and FTA shall be addressed to the respective entity's satisfaction prior to development of the final draft report and final presentations.

B. Final Presentations/ Completion:

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

The consultant will be requested to make a presentation to the Bismarck Board of City Commissioners, the MPO Technical Advisory Committee and the MPO Policy Board for review and acceptance/approval of the draft final report. Approval of the draft final report by the MPO Policy Board, and subsequent distribution of study deliverables, will mark the completion of the study.

C. Deliverables:

The final report shall be produced after all comments on the draft report are addressed, final presentations are complete, and the report has been approved by the MPO TAC and Policy Board and shall be delivered as one (1) electronic version. All final products are to be delivered to the MPO project manager for dissemination to the appropriate City and MPO staff, TAC and Policy Board Members, and oversight entities.

D. Schedule for Contract Development and Final Project Deadline:

RFP Submittal Deadline	June 12, 2026
Notification for Interviews	June 15-17, 2026
Interviews	July 6-10, 2026
Notification of Ranking	July 13-15, 2026
Consultant Approval(s)	July 20-21, 2026
Formal Notification of Firms	July 22, 2026
Negotiation of Work Fee and Scope of Work	July 23-August 14, 2026
Notice to Proceed	August 17, 2026 (Approx.)
Draft Report Public Comment/Review Period	April-May 2027
Final Project Report & Presentations	May-June 2027
Project Completion	June 30, 2027

XI. PUBLIC INVOLVEMENT PLAN

It is imperative that residents, businesses, and stakeholders be involved in the development of the study. Direct effort shall be made to obtain meaningful input and broad-based support from disadvantaged or underserved populations and from the community at large. Consultants shall prepare a Public Involvement Plan that is consistent with the MPO Public Participation Plan and complies with Title VI of the Civil Rights Act of 1964. The following are the minimum public involvement activities the consultant should include:

- 1) The study will have two (2) public involvement opportunities for the general public, including residents, businesses, and stakeholders. Each public involvement opportunity will consist of one (1) meeting in Bismarck. Public involvement opportunities may be in-person, online, or hybrid. Meetings should inform the community of the study's purpose, extents, and progress; present existing conditions and alternatives; and engage the public to

provide input. All input and attendance from the public meetings shall be recorded and addressed in the final document.

- 2) Consultants should also reach out to the community at large, as well as to interested or affected community members using novel means to inform the public and gather their opinions. Suggested ideas could include, but are not limited to, flyers; paper, telephone, or electronic surveys; booths or other presence at appropriate community events; updates in City bulletins; radio or television PSAs; coordination with local public or commercial media outlets; or presentation to advocacy/community/business groups.
- 3) A website for the project that will be interesting, provide up-to-date information, and be ADA compliant and easy to use by the public. The consultant is encouraged to include recorded versions of public presentations and a map-based interface (interactive map) to provide additional opportunity for public comments.
- 4) The MPO requests that a member of the consultant team develops graphics for social media and other online engagement formats to enhance the public involvement process and encourage the public's participation. These graphics and engagement tools, once designed, are to be shared with the MPO for dissemination to appropriate parties for posting.
- 5) Three (3) final presentation meetings, with potential for each to be a public hearing. One meeting with each entity below. Final Presentations may be given in-person or remotely.
 - Bismarck Board of City Commissioners
 - MPO Technical Advisory Committee
 - MPO Policy Board

Other Engagement Notes:

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

XII. INFORMATION AVAILABLE TO THE CONSULTANT

The following resources/data/information is available for the study from the Bismarck-Mandan MPO and its partners (* denotes studies of note for this effort):

Available for Download:

1. [2023 Transit Development Plan](#)*
2. [On-Street Parking Inventory and Occupancy Survey \(City of Bismarck\)](#)* – 2018 (The City of Bismarck can provide the GIS data)
3. [2026-2029 Transportation Improvement Program](#)
4. [Arrive 2050 \(2025-2050 MTP\)](#) *
5. [MPO Monitoring Report \(2025\)](#)*
6. [Safe Routes to Services/Complete Streets Study](#)*
7. [Bismarck Together 2045 Comprehensive Plan](#)*
8. [Bismarck-Mandan Bicycle and Pedestrian Plan](#)*
9. [Bismarck-Mandan School Safety Crossing Study](#)
10. [Downtown Bismarck Subarea Study](#)*
11. [Downtown Bismarck Parking Study](#)* – 2008
12. [East Main Avenue Corridor Study](#)
13. [MPO Title VI/Non-Discrimination Plan](#)
14. [MPO Public Participation Plan](#)
15. [MPO Traffic Count Data](#) (Provided through NDDOT)
16. [NDDOT Traffic Operations Manual](#) – 2024
17. [Travel Demand Model Review and Socio-Economic Projections Final Report](#) – 2024

Appendix A: Proposed Sub-consultant Request Form

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

Appendix C: Certification and Restriction on Lobbying Form

Appendix D: State, Federal and Local Clauses



AMENDMENT #2 (Amend_2)
2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP)
BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION

DATE: May 6, 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: 2026 Revenue & Budget Revisions to 2026-2027 UPWP

Amendment_2 to the 2026-2027 UPWP provides updates to the amounts indicated for the revenue sources identified for Bismarck-Mandan MPO for Year 2026 in the Revenue Table and also to the 2026 Budget. These updates, which include increases to the overall Total, Federal and Local Match amounts, are necessary due to the actual federal funding amount authorized by the Federal Transit Administration for 2026 exceeding the estimated amount by \$1,030.91. Approval by the MPO Policy Board and the Federal Highway Administration is required to enact this amendment.

Submitted:

A handwritten signature in blue ink that reads "Kim Riepl".

Kimberly Riepl
 Executive Director
 Bismarck-Mandan MPO

May 6, 2026
 Date



AMENDMENT #2 (Amend_2)
2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP)
BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION

Amendment #2 (Amend_2) to the 2026-2027 UPWP provides updates to the amounts indicated for the revenue sources identified for Bismarck-Mandan MPO for Year 2026 in the Revenue Table and also to the 2026 Budget worksheet. These updates, which include increases to the overall Total, Federal and Local Match amounts, are necessary due to the actual federal funding amount authorized by the Federal Transit Administration for 2026 exceeding the estimated amount by \$1,030.91.

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

- Cover of the document (Amendment month and year)
- 2026 Bismarck-Mandan MPO Revenue Table, page 5 (Federal and Local Match amounts; percentages)
- Revised 2026 Budget Table

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

Amendment #2 (Amend_2) to the Bismarck-Mandan MPO's 2026-2027 UPWP was approved by the MPO Policy Board at its regularly scheduled meeting on May 19, 2026. Final approval by the Federal Highway Administration is required to enact this amendment. Upon final approval, Amendment #2, in its entirety, including the track changes version and a "clean" copy of the 2026-2027 UPWP, will be posted to the Bismarck-Mandan MPO website.

Chair
Bismarck-Mandan MPO

May 19, 2026
Date

Bismarck-Mandan
Metropolitan Planning Organization



2026-2027
UNIFIED PLANNING
WORK PROGRAM

Final
August 2025

Administrative Modification November 2025
Amendment March 2026
Amendment May 2026

THIS PAGE INTENTIONALLY LEFT BLANK

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 19th day of August, 2025.

Michael T. Schmitz
BMMPO Policy Board Chair

ATTEST

Kim Riepl
BMMPO Executive Director

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

	PAGE
Introduction	2
MPO Board Membership	2
MPO Board Meeting Dates	3
Previous Accomplishments	3
Anticipated Accomplishments	4
Planned Work Activities	4
UPWP Overview	5
Source of UPWP Funds	5
Federal Planning Factors	6
MTP/ Federal Performance Goals and UPWP Projects	7
Timeline for Metropolitan Transportation Plan Update	7
Eligible Expenses	8
UPWP Amendment Guidance	8
MPO Self Certification	9
Bismarck-Mandan MPO Activities Supporting Title VI	10
UPWP Work Activities	
TASK 101: ADMINISTRATION	12
TASK 102: PROFESSIONAL SERVICES/ VENDORS/ CONSULTANTS	17
TASK 103: CAPITAL, OPERATIONAL AND TRAVEL EXPENSES	21
TASK 104: COMPLETE STREETS (TRACKING ONLY)	23
UPWP Budget Table 2026	
UPWP Budget Table 2027	
MPO Boundary Map	

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.

Kimberly L Riepl

08/08/2025

Signature, Executive Director, Bismarck-Mandan MPO

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: 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 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 May-June 2026; expected to be a 17-month study, 35-40% of the project and cost is expected to be realized in 2026
- Parking Constrained Area Study, will begin in August 2026 and 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 year end of 2027, with the remaining 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
- 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	\$799,699,55800,730.46	80%
ND PL	509,944.62	63.7669%
ND CS	15,654.72	01.96%
ND FTA	173,049.35174,080.26	21.6473%
2024 Redistribution	101,050.86	12.642%
2026 Local Match	\$199,925200,183	20%
City of Bismarck	148,346148,604	74.20%
City of Lincoln	1,645	.82%
City of Mandan	25,690	12.85%
Burleigh County	9,877	4.94%
Morton County	1,647	.83%
Bis-Man Transit	12,720	6.36%

(based on NDDOT estimates 4/15/2025) Actual FTA apportionment exceeded estimates by \$1,030,91

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	\$797,613	80%
ND PL	582,417	73.02%
ND CS	15,970	2.24%
ND FTA	199,226	24.74%
2025 Redistribution	----	----
2027 Local Match	\$199,403	20%
City of Bismarck	137,903	69.16%
City of Lincoln	1,267	.64%
City of Mandan	12,740	6.39%
Burleigh County	7,605	3.81%
Morton County	16,608	8.33%
Bis-Man Transit	23,280	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) [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.

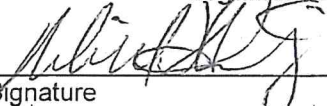
The amendment procedures outlined herein support the procedures for UPWP amendments and administrative modifications as provided within the Bismarck-Mandan MPO's Public Participation Plan.

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.

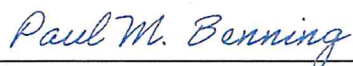
**Bismarck-Mandan Metropolitan Planning
Organization**


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 3/11/2026)					
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 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	\$63,600	May/June 2026	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
Traffic Data Collection & Analysis	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.	\$102,000	\$102,000	July 2026	12/31/2026
OD Data Purchase	Purchase origin-destination data for base year 2025 for calibration of travel Demand Model	\$35,738	\$35,738	September 2026	12/31/2026
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	September 2026	December 2026
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 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.	\$150,000	\$73,000	August 2026	June 2027
----------------------------------	---	-----------	----------	-------------	-----------

*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 3/11/2026)					
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	\$116,400	May/June 2026	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 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 3/11/2026)					
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
Parking Constrained Areas Study	Evaluation of specific areas in Bismarck 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.	\$150,000	\$77,000	August 2026	June 2027
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 (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 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: \$15,654.72
Local: \$3,914.06
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 facilitation 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.

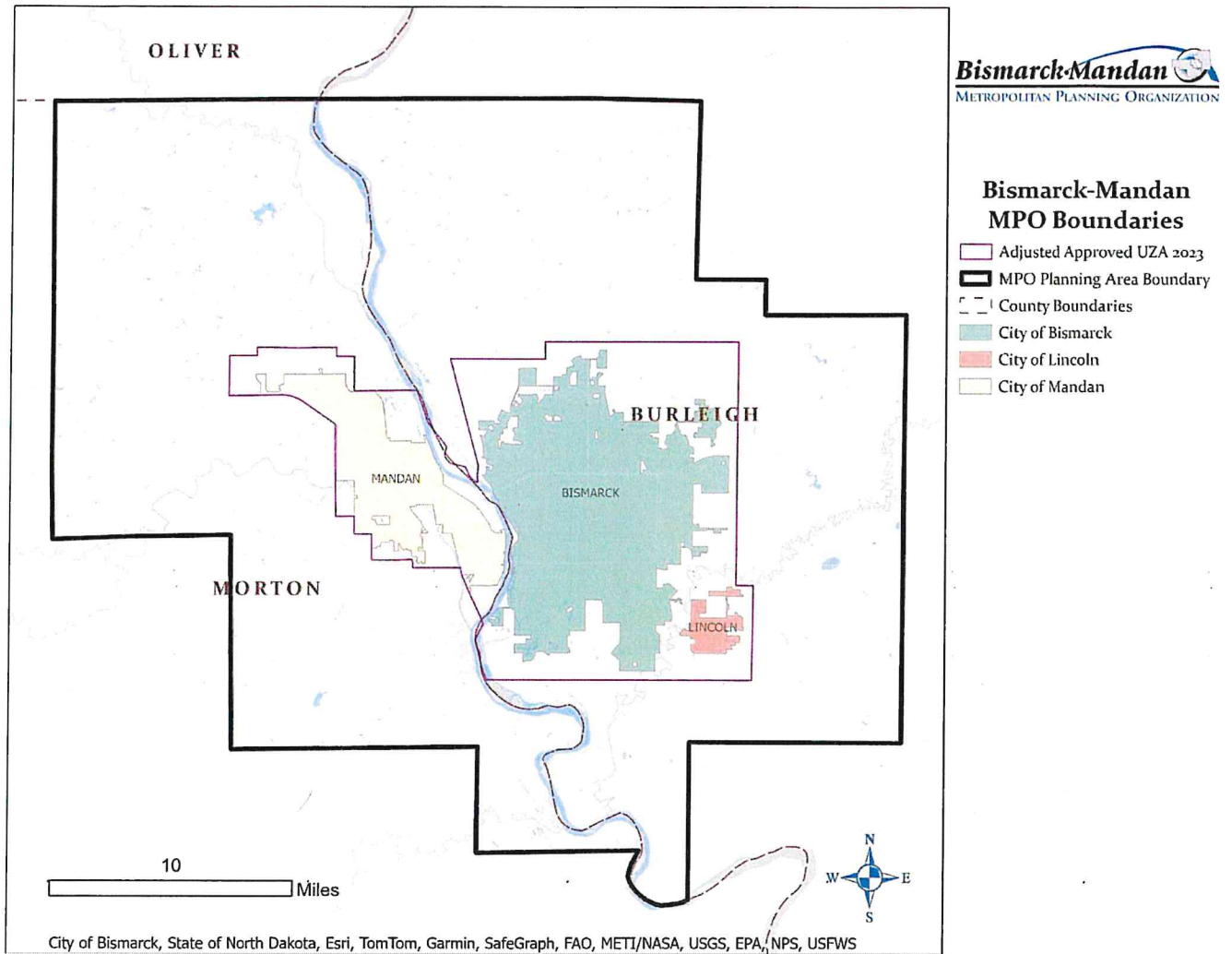
UPWP Budget Worksheet (Year 1)

UPWP Budget Worksheet (Year 2)

2026 UPWP Budget	Total Budget	Federal Share	Local Share	Bismarck	Mandan	Burleigh	Morton	Lincoln	Other	Total	Notes
	989,624	799,699	199,925	148,246	25,690	9,877	1,646	1,646	12,720	1,000,913	
	1,000,913	800,730	200,183	148,605							
AMENDMENT SUMMARY: Net Change	+1,289	+1,030	+259	+259							
Amend_1_March 2026	-	-	-	8,569	(3,050)	1,222	204	203	(7,148)	-	Net change zero to Total, Federal, Local
Amend_2_May 2026	+1,288.64	+1,030.91	+257.73	+257.73						+1,288.64	FTA Apportionment Increased \$1,030.91
	100%	80%	20%	20%	No Share Provided					100%	
TASK 101: ADMINISTRATION	348,854	279,083	69,771	69,771						348,854	
Staff Wages and Benefits	348,854	279,083	69,771	69,771						348,854	
		-	-	-						-	
Task 101 Revisions:		-	-	-						-	
		-	-	-						-	
	100%	80%	20%	12.0%	4.0%	3.0%	0.5%	0.5%	Variable	100%	
TASK 102: PROFESSIONAL SERVICES/ VENDORS/ CONSULTANTS	593,838	475,070	118,768	67,669	25,450	9,697	1,616	1,616	12,720	593,838	Notes: Local Share
ATAC Annual Master Agreement Fee	10,000	8,000	2,000	1,200	400	300	50	50		10,000	
ATAC Study Associated Modeling	26,295	21,036	5,259	3,155	1,052	789	131	131		26,295	
Fringe Area Road Master Plan Update	133,705	106,964	26,741	16,045	5,348	4,011	669	668.5		133,705	Began in 2025, complete 12/31/26
Mandan Signalized Intersection Analysis-ATAC Addendum	32,000	25,600	6,400		6,400					32,000	18-month study, complete 6/30/27
Transit Development Plan	63,600	50,880	12,720						12,720	63,600	Amend_1 March 2026
Passenger Rail Station Study	112,500	90,000	22,500	13,500	4,500	3,375	563	563		112,500	\$225K total cost; 6/1/2026-7/31/2027
Parking Constrained Areas Study	73,000	58,400	14,600	14,600						73,000	Amend_1 March 2026
Traffic Data Analysis	102,000	81,600	20,400	14,280	6,120					102,000	Amend_1 March 2026
OD Data Purchase	35,738	28,590	7,148	4,289	1,430	1,072	179	179		35,738	Amend_1 March 2026
SE Data Purchase	5,000	4,000	1,000	600	200	150	25	25		5,000	Amend_1 March 2026
		-	-	-	-	-	-	-		-	
TASK 102 REVISIONS DETAILS:											
Amend_1: Transit Development Plan - decrease cost in 2026 due to delayed start date	-35,738	(28,590)	(7,148)						(7,148)	(35,738)	Study delayed-now begins 6/1/2026; remainder carried into 2027
Amend_1: Parking Constrained Areas Study - decrease overall cost, and 2026 cost; delay start, carry into 2027	-107,000	(85,600)	(21,400)	(12,840)	(4,280)	(3,210)	(535)	(535)		(107,000)	Delayed to 8/1/2026; reduced overall cost to \$150K, length to 10 mths
Amend_1: Traffic Data Analysis - (new) increase cost-transfer from TDP decrease within Task 102	102,000	81,600	20,400	12,240	4,080	3,060	510	510		102,000	Added (for TDM) - 12/31/26 completion
Amend_1: OD Data Purchase - (new) increase cost - transfer from decreased Parking Study cost within Task 102	35,738	28,590	7,148	4,289	1,430	1,072	179	179		35,738	Added purchase in 2026 for TDM update
Amend_1: SE Data Purchase - (new) increase cost - transfer from decreased Parking Study cost within Task 102	5,000	4,000	1,000	600	200	150	25	25		5,000	Moved from 2027 to 2026 for TDM update
	100%	80%	20%	20%	Share for Government Partners Membership					100%	
TASK 103: CAPITAL, OPERATIONAL AND TRAVEL EXPENSES	58,221	46,576	11,645	11,165	240	180	30	30	-	58,221	
Rental Space	24,745	19,796	4,949	4,949						24,745	
Lodging and Associated Travel Expenses	8,350	6,680	1,670	1,670						8,350	
Office Operations	19,937	15,950	3,987	3,507	240	180	30	30		19,937	
Office Supplies and Subscriptions	3,900	3,120	780	780						3,900	
Task 103 Revisions:											
Amend_2_May 2026	1,289	1,030	259	259						1,289	Increased Office Operations Line Item
		-	-	-						-	
	100%	80%	20%	20%	Variable					100%	
TASK 104: COMPLETE STREETS (TRACKING ONLY)	19,569	15,655	3,914	800	-	-	-	-	-	19,569	
Safe and Accessible Transportation	4,000	3,200	800	800						4,000	
Optional Set-Aside -- Task 101 Associated											
Safe and Accessible Transportation	15,569	12,455	3,114							15,569	
Optional Set-Aside -- Task 102 Associated											
Task 104 Revisions:											

2027 UPWP Budget	Total Budget	Federal Share	Local Share	Bismarck	Mandan	Burleigh	Morton	Lincoln	Other	Total	Notes
	997,016	797,613	199,403	137,903	12,740	7,605	16,608	1,268	23,280	997,016	
AMENDMENT SUMMARY: Net Change											
Amend_1: March 2026	107,400	85,920	21,480	14,800	(200)	(150)	(25)	(25)	7,080		
	100%	80%	20%	20%	No Share Provided					100%	
TASK 101: ADMINISTRATION	410,498	328,398	82,100	82,100						410,498	
Staff Wages and Benefits	410,498	328,398	82,100	82,100						410,498	
Task 101 Revisions:											
	100%	80%	20%	12.0%	4.0%	3.0%	0.5%	0.5%	Variable	100%	
TASK 102: PROFESSIONAL SERVICES/ VENDORS/ CONSULTANTS	530,600	424,480	106,120	45,100	12,500	7,425	16,578	1,238	23,280	530,600	Amend_1_March 2026
ATAC Annual Master Agreement Fee	10,000	8,000	2,000	1,200	400	300	50	50		10,000	
ATAC Study Associated Modeling	20,000	16,000	4,000	2,400	800	600	100	100		20,000	
Mandan Signalized Intersection Analysis-ATAC Addendum	13,000	10,400	2,600		2,600					13,000	
Transit Development Plan	116,400	93,120	23,280						23,280	116,400	Amend_1_March 2026
Passenger Rail Station Study	112,500	90,000	22,500	13,500	4,500	3,375	563	563		112,500	
ATAC Modeling - Travel Demand Model Update	60,000	48,000	12,000	7,200	2,400	1,800	300	300		60,000	
Morton County Future Land Use Plan/Map Update	76,700	61,360	15,340				15,340			76,700	
TDMSE/MTP 2055 Update	45,000	36,000	9,000	5,400	1,800	1,350	225	225		45,000	
Parking Constrained Areas Study	77,000	61,600	15,400	15,400						77,000	Amend_1_March 2026
TASK 102 REVISIONS:											
Amend_1: Transit Development Plan - increase	35,400	28,320	7,080						7,080	35,400	added 4 mths to 2027-ends 10/31/27
Amend_1: Parking Constrained Areas Study - (new) increase	77,000	61,600	15,400	15,400						77,000	added 4 mths to 2027-ends 05/1/27
Amend_1: SE Data Purchase removed	-5,000	(4,000)	(1,000)	(600)	(200)	(150)	(25)	(25)		(5,000)	purchase moved entirely into 2026
	100%	80%	20%	20%	Share for Government Partners Membership					100%	
TASK 103: CAPITAL, OPERATIONAL AND TRAVEL EXPENSES	55,919	44,735	11,184	10,704	240	180	30	30	-	55,919	
Rental Space	25,231	20,185	5,046	5,046						25,231	
Lodging and Associated Travel Expenses	8,350	6,680	1,670	1,670						8,350	
Office Operations	19,938	15,950	3,988	3,508	240	180	30	30		19,938	
Office Supplies and Subscriptions	2,400	1,920	480	480						2,400	
Task 103 Revisions:											
	100%	80%	20%	20%	Variable					100%	
TASK 104: COMPLETE STREETS (TRACKING ONLY)	15,970	12,776	3,194	800	-	-	-	-	-	15,970	
Safe and Accessible Transportation	4,000	3,200	800	800						4,000	
Optional Set-Aside - Task 101 Associated											
Safe and Accessible Transportation	11,970	9,576	2,394							11,970	
Optional Set-Aside - Task 102 Associated											
Task 104 Revisions:											

MPO Boundary Map



This Page Intentionally Left Blank



May xx, 2026

The Honorable [Name]
United States [Senate/House of Representatives]
Washington, DC 20510 / 20515

Re: Letter of Support – BASICS Act Provisions

Dear [Senator/Representative] [Last Name]:

On behalf of the four Metropolitan Planning Organizations (MPOs) in the state of North Dakota, we appreciate the opportunity to provide our perspective and recommendations relevant to the development of the next surface transportation authorization legislation you will soon be considering.

The four North Dakota MPOs are: Bismarck-Mandan MPO (BMMPO), Central Dakota MPO (CDMPO), Fargo-Moorhead Metro COG, and Grand Forks-East Grand Forks MPO. Responsible for regional transportation planning across 7 counties and 13 cities, serving roughly 580,000 residents and overseeing more than \$185 million annually in federal transportation funding, our work focuses on improving safety, reducing congestion, and supporting sustainable economic development across North Dakota.

Metropolitan Planning Organizations (MPOs) are federally required regional policymaking bodies charged with developing long- range transportation plans and coordinating multimodal investments using Congressionally mandated performance measures. Local governments own over 75% of roads and more than half of all bridges nation wide, yet receive only 14% of federal transportation funds; a misalignment that can limit effective regional investment. Strengthening the role of MPOs will improve safety outcomes, accelerate project delivery, and support national competitiveness.

Bipartisan legislation, the BASICS (Bridges and Safety Infrastructure for Community Success) Act, H.R. 7437, was introduced on February 9, 2026. The proposal aims to support regional priorities, bridge improvements, and safety projects, ensuring that every region receives needed funding. Although the Act has earned support from cities, counties, and regional organizations, North Dakota MPOs acknowledge that the final surface transportation reauthorization will likely differ significantly from the original BASICS proposal. Additionally, because new federal highway provisions are largely administered by

state departments of transportation, there is no guarantee that implementation will fully reflect the intent of the initial legislation.

Given these uncertainties in how the BASICS Act may ultimately be shaped, the four North Dakota MPOs offer the following collective recommendations which merit advancing through any final legislation. These recommendations have been organized to align with the provisions outlined in the Act.

Strengthens Regional Planning Capacity

MPOs in North Dakota emphasize the critical need to increase Metropolitan Planning (PL) funding to meet growing federal requirements while ensuring funding levels for locally and regionally programmed construction are not compromised. Planning responsibilities continue to expand — including safety planning, freight coordination, public engagement, data acquisition, modeling, and multimodal analyses — yet PL funds remain below 1% of total formula dollars. Additional federal investment is necessary to ensure MPOs can develop robust, data-informed transportation plans that align with national goals.

Smaller MPOs in largely rural states such as North Dakota face unique challenges. Limited in-house expertise often forces reliance on outside consultants, which significantly increases the cost of federally required plans and studies. These expenses frequently include out-of-state labor and travel costs, placing disproportionate financial strain on smaller MPOs and reducing the effective value of PL funds. A funding structure that acknowledges these disparities is essential for equitable-compliance and planning quality nationwide.

Delivers Regional Priorities Faster

North Dakota MPOs support reforms that modernize funding mechanisms and streamline project delivery. Providing MPOs the option to directly receive Metropolitan Planning (PL) funds — or creating a pilot program allowing TMAs direct access to capital funds such as STBG, CMAQ, and CRP — could potentially reduce administrative layers and promote more efficient project advancement. Direct interaction with federal agencies would also reduce inconsistencies resulting from differing state processes, a challenge exacerbated in North Dakota, where two of four MPOs are bi-state.

Many locally supported projects are also delayed by environmental and permitting processes not designed for their scale. Targeted reforms and increased planning funds

would enable earlier identification and mitigation of permitting issues, accelerating safe and environmentally responsible project delivery.

Allowing federal funds to carry over between fiscal years is critical for multi-year projects requiring extensive coordination. Strict annual deadlines can disrupt progress and impede long t-erm infrastructure investments. Expanded carryover flexibility would enhance accountability and delivery efficiency.

Ensuring a strong formulary funding system is in place and maintained is crucial for small states such as North Dakota. While competitive grant programs play an important role and enhance funding opportunities overall, small and rural communities continue to face significant barriers in obtaining funding through discretionary programs. A larger shift to formula-based funding, with guaranteed regional access, ensures a more predictable and efficient distribution of resources, allowing federal dollars to better support efficient and timely long-term growth and safety in communities across the US.

Promotes Transparency and Collaboration

Strong partnerships between states, MPOs, transit agencies, and local governments are essential to advancing projects of regional and national significance. MPOs possess unique regional insight and technical expertise that improve project targeting and performance. Clearer statutory requirements for state-MPO coordination would reduce duplication, strengthen transparency, and ensure unified statewide investment strategies.

Local governments — who own and operate most of the nation’s transportation system — must be recognized as co-owners and equal partners in regional decision- making. Empowering regional entities helps ensure federal dollars reflect local priorities, improve quality of life, and support long- term- economic growth.

Improves Roadway Safety

North Dakota MPOs strongly support expanding MPO authority to guide safety focused federal programs. Regions are uniquely situated to identify high- risk corridors, dangerous intersections, and emerging safety concerns using on- the- -ground data. Expanding MPO eligibility in federal safety programs will ensure that investments are more targeted and effective.

Bridge conditions pose significant safety challenges nationwide. Locally owned bridges — representing roughly half of all U.S. bridges — are twice as likely to be in poor condition



compared with state owned- bridges. Continuing and converting the Bridge Formula Program into a suballocated structure would allow regional and local entities to prioritize and address the most urgent needs.

Invests in Locally Owned Bridges

Local governments maintain a substantial portion of the nation's bridge infrastructure. The four North Dakota MPOs support federal policies that ensure bridge funding reflects this reality, directing resources proportionally to locally owned structures. Providing MPOs with a role in prioritizing regional bridge investments will help address maintenance backlogs and improve long term- safety and reliability.

Conclusion

On behalf of the four statewide North Dakota MPOs, we urge Congress and USDOT to strengthen the role of MPOs and local governments as co-implementers of the federal transportation program. With the right tools, authority, and funding flexibility, regional planning organizations can accelerate safe, efficient, and community- driven- infrastructure investment. We appreciate your leadership in this effort and welcome the opportunity to discuss these recommendations further should the opportunity arise.

Sincerely,

Bismarck-Mandan MPO

Signature, Policy Board Chair

Central Dakota MPO

Signature, Policy Board Chair

Fargo Moorhead MetroCOG

Signature, Policy Board Chair

Grand Forks – East Grand Forks MPO

Signature, Policy Board Chair


**BOLTON
& MENK**

Real People. Real Solutions.

Fringe Area Roads Master Plan Update Monthly Progress Report #6

Submission Date:

May 11, 2026

Performance Period:

March 30 – April 24, 2026

Project:

 Fringe Area Roads Master
Plan Update

BMI Job No.:

25X.139841.000

Recipient: Bismarck-Mandan
MPO

Prime Consultant:

Bolton & Menk

Mr. Larson:

Enclosed is Bolton & Menk's invoice for the Bismarck-Mandan Safe Routes to Services project, for the period ending April 24, 2026. The total fee for work completed during this time period is \$11,706.55. A brief overview of the project progress is provided below.

Tasks complete to date:

Task	% Billed	% Complete
Task 1: Discovery, Outreach, and Engagement	73.1%	75%
Task 2: Assessing Technical Needs	100%	100%
Task 3: Balancing Needs with Community Priorities	55.6%	55%
Task 4: Final Deliverables	24.0%	20%
Total:	55.7%	55.7%

Summary of Activities Within Invoice Period:

Task 1: Discovery, Outreach, and Engagement

- Project management team meetings and special meetings with BMMPO Staff
- Planning for second-round public outreach events

Task 2: Assessing Technical Needs

- Assessment of physical existing conditions around Fringe Area road network, with overall summary of findings
- Completion of efforts 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.
- Development of recommended concepts, especially study hotspot areas and concepts.

Task 4: Final Deliverables

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

FARMP Update – Monthly Progress Report (cont.)

Required Action by BMMPO:

- None in this reporting period

Problems Encountered:

- As BMMPO staff have been made aware, the Bolton & Menk key team members experienced personal circumstances that led to an exceptional concurrence of personal leave during the month of April. While progress on the study has continued, several previously-identified target dates for next project milestones have been rescheduled into May 2026.

Summary of Project Decisions:

- Another meeting with the Steering Committee occurred on March 31 and this set supportive feedback for project next steps.
- After a meeting with NDDOT staff April 13, BMMPO staff and consultant team members agreed that extensive NDDOT coordination will likely not be needed as the plan update finishes, and that key concepts being developed in the plan are not subject to NDDOT approval for the plan to be adopted. We will continue to involve NDDOT through their capacity on the MPO Technical Advisory Committee and FARMP Steering Committee and will submit draft plans for NDDOT review and comment, but their approval will not be a formal process as with the MTP or other MPO core products.

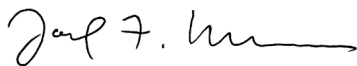
Out of Scope Services:

- 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

May 2026 Updates for MPO Technical Advisory Committee and Policy Board

Overview

As discussed in past updates, the FARMP is taking shape to be 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).

NDDOT MEETING: APRIL 13, 2026

The team met with NDDOT staff representing both the Central Office and Bismarck district office on April 13. This discussion provided an overall explanation of the FARMP organizational concepts that have been presented to the MPO's TAC and Policy Board, and began exploring the idea of how NDDOT would be involved in advancing major projects. Feedback from this workshop added insight to previous discussions on how the FARMP implementation process could include more streamlined documentation from local governments when changes need to be made to the plan's network.

Overall, the study team's conclusion from this meeting is that NDDOT will continue to offer advisory efforts, but that the FARMP will not be subject to review and approval of NDDOT beyond what it is today. The continued involvement of NDDOT will be helpful to understand how major projects explored in the FARMP may advance.

BMMPO should continue to engage with NDDOT for development of priority project candidates for the Interstate highway system, especially around potential additions of interchanges that the FARMP has explored. This planning coordination with NDDOT is set to occur in Summer 2026.

NDDOT feedback also offered an update to terminology to avoid use of the term 'regionally significant corridors,' to avoid confusion with a technical-term use of 'regionally significant' in state and federal policy contexts. BMMPO and consultant team staff will define an appropriate term, but for now we will use the term '**major corridor network**'.

FARMP HOTSPOT AREAS

Based on input from previous updates, the FARMP study team has continued to refine a series of focus-area locations as identified in the original RFP for the study. These are taking shape as follows.

- **East Bismarck Interchange (Burleigh County):** There is continued strong support for an interchange location at 66th Street East. This would follow NDDOT's current practice of two-mile spacing of interchanges

and would facilitate the construction of a more direct corridor between Lincoln and I-94, and between growing areas of northeast Bismarck and I-94. It would also begin to offer an alternative path for major regional movement (especially for trucks) and provide alternatives to the I-94/US 83 interchange.

Although there is generally greater support for this location than for an interchange at 80th Street, NDDOT has note that the 80th Street overpass was recently reconstructed and designed to allow a future expansion of the overpass into an interchange.

- **NW 57th Avenue Extension (Burleigh County):** a connection between 57th Avenue, a preferred corridor alignment for a hypothetical northern Missouri River bridge, and to the roadway network to the east will explore more terrain-friendly alignments to connect 57th Avenue to 71st Avenue across River Road.
- **West Mandan Interchange (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 likely location of the interchange ramps will realign existing roads parallel to I-94 and currently proposed development may require an interchange design other than a conventional diamond.
- **Sunset Valley Area (Morton County):** North of the Sunset Drive interchange with I-94, a hypothetical northern bridge would continue into Mandan and Morton County along the 38th Street corridor. Connecting this corridor per the FARMP network would require an alignment over an area of complex terrain just west of Highland Drive, and the hotspot recommendations will set a recommended alignment for this connection.
- **McKenzie Drive Extension (Morton County):** This hotspot area and concept will assume an extension of McKenzie across the Heart River, which will allow potentially up to 12,000 vehicles a day to use McKenzie Drive between the River and Bismarck Expressway. The concepts for this hotspot focus area will identify likely road design, right-of-way, and traffic/intersection control needs.

Guidance for the MPO's leadership committees and discussion questions

As stated in previous updates, 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. We will continue to develop this concept with staff, but one idea being explored is that formal Policy Board approval will be needed for any amendments to the major corridor network as proposed in the FARMP. These changes could range from access locations to alignments, but the FARMP is expected to document them in enough detail that it will function as a long-term blueprint for the projects ultimately being built as recommended in the plan.
- 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.
- Based on the April 13 discussion with NDDOT, partnership with the North Dakota Department of Transportation should involve coordination and review of major FARMP-adjacent changes in the roadway network, especially on corridors accessing state system routes. However, implementing the FARMP **is not likely to involve NDDOT taking a lead on some of these projects**, although local governments may wish to pursue state and federal funding administered by NDDOT when projects advance.
- Any non-critical corridors could be built according to guidance of the FARMP, much as they are today. However, the plan will offer 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).

Next Steps: Public Open House Events in May 2026

Based on schedule changes due to unforeseen personal circumstances, the next round of public engagement is scheduled for May 20 and 21, 2026, and will take a format similar to what was used in December and January workshops. Participants will engage in a role-playing activity to jointly make decisions about advancing FARMF projects, and the study team will present overall recommendations for the FARMF and explain how these went through a similar decision-making process.

This Page Intentionally Left Blank



DATE: May 11, 2026

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

SUBJECT: Passenger Rail Service Update

ACTION REQUIRED: No action required.

DETAILS

Passenger Rail Roundtable

The Bismarck-Mandan MPO convened a Passenger Rail Roundtable Discussion on April 28, 2026. Invitations to attend the meeting were extended to community leaders and elected local officials from communities along the BNSF rail line, from Beach in Western North Dakota to Valley City in the East. Representatives attended from Dickinson, Mandan, Bismarck, Lincoln, and Jamestown.

The purpose of the discussion was four-fold:

1. Present the status of Big Sky Passenger Rail Authority (BSPRA) Corridor ID project
2. Share information on local passenger rail readiness
3. Identify community needs, challenges, and opportunities
4. Explore collaboration opportunities and advocacy strategies

Attachment: Notes from the Passenger Rail Roundtable Meeting

Bismarck-Mandan Chamber EDC

Kim Riepl attended the Bismarck-Mandan Chamber EDC Local Issues Committee meeting on Tuesday, May 12, 2026, to present the status of passenger rail service in the MPO area from a regional transportation perspective and to seek BMC/EDC support for local efforts to prepare for its return.

Passenger Rail Station Siting Study

The deadline for submission of proposals to the MPO for the 2026 Passenger Rail Station Siting Study was 5pm Central Time on Friday, May 15, 2026.

STAFF CONTACT: Kim Riepl, Executive Director, Bismarck-Mandan MPO

kriepl@bismarcknd.gov | 701.355.1844

Passenger Rail Roundtable Meeting – ND Communities

April 28, 2026

1:30 pm CT

Teams

Passenger Rail Roundtable Meeting Summary

The Bismarck-Mandan MPO convened a multi-community roundtable to discuss the potential restoration of long-distance passenger rail service across North Dakota, specifically the Big Sky Passenger Rail Authority (BSPRA)–sponsored restoration of the North Coast Hiawatha route. Representatives from Dickinson, Mandan, Bismarck, Lincoln, and Jamestown participated.

Purpose of the Meeting

- Introduce communities to the status of BSPRA's federally funded Corridor ID project.
- Share information on local passenger rail readiness.
- Identify community needs, challenges, and opportunities.
- Explore collaboration and advocacy strategies for statewide support.

Key Background

- Passenger rail once served both northern and southern North Dakota. The southern line (North Coast Hiawatha) ended service in 1979.
- FRA's Long-Distance Service Study identified restoring this route as a recommended initiative.
- BSPRA (Montana) received federal Corridor ID funding and is entering Phase 2 (service planning, modeling, station siting, capital needs).
- Several North Dakota communities (Dickinson, Jamestown, Bismarck-Mandan MPO) are members of BSPRA's Government Partner Program.

Community Updates & Perspectives

- **Dickinson:** Strong interest; historic depot currently used by BNSF; sees major synergy with Medora and the Theodore Roosevelt Presidential Library. Potential for airport-to-rail connections and university-related uses.
- **Mandan:** Interested; historic depot/beanery buildings were passenger rail stop in the past; there is enough rail yard in the center of town to accommodate; in early stage of planning.
- **Bismarck:** Supportive; recognizes complexities due to rail crossings downtown; open to Mandan acting as the regional stop.
- **Lincoln:** Enthusiastic; ample land near Hwy 66 for potential development; sees role in serving rural riders and park-and-ride opportunities.

- **Jamestown:** Actively engaged; no current depot; challenges include multiple downtown crossings, limited grade separation, and emergency access concerns. Exploring redevelopment opportunities and possible station locations.
- **Other communities** (Valley City, Medora, Beach) were invited but unable to attend.

Challenges Identified

- Station spacing requirements and FRA expectations for stop distances.
- BNSF's mixed signals in North Dakota; reportedly more supportive in Montana.
- ND DOT declined to release the Legislature-approved \$150,000 for BSPRA due to concerns and conditions.
- Local safety and logistical concerns (e.g., grade separations, track blockages).
- Uncertainty about future state legislative support, particularly in an election year.
- Need for broader statewide awareness and unified advocacy.

Opportunities Highlighted

- Economic development, tourism, and university/student travel.
- Integration with Medora/TR Presidential Library tourism.
- Multi-city cooperation in the Bismarck–Mandan–Lincoln region.
- Microtransit and shuttle services to connect outlying communities.
- Potential for workforce development related to future rail operations.

Advocacy & Coordination Efforts

- Jamestown has been very proactive; working with Amtrak, BNSF, legislators, BSPRA, and the community.
- BSPRA is working on federal policy issues, including a Senate bill (S. 3728) to remove the 10% match requirement for long-distance Corridor ID projects.
- Local EDCs, Chambers, and the League of Cities were identified as important partners.
- Need for a unified statewide voice to engage FRA, BNSF, ND DOT, and legislators.
- Participants expressed interest in future roundtables and stronger collaboration.

Next Steps

- Continue local and regional advocacy efforts.
- MPOs and cities to explore potential station siting, microtransit connections, and readiness planning.
- Strengthen communication with BSPRA, legislators, and BNSF.
- Consider recurring roundtable discussions as the Corridor ID project progresses.

Submitted By: Kimberly Riepl
 Bismarck-Mandan MPO
kriepl@bismarcknd.gov