

MEETING AGENDA
June 15, 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 May 18, 2026, Meeting 3
4. TRANSIT DEVELOPMENT PLAN (TDP). 37
TDP Memo (Exhibit C-A)

REGULAR AGENDA

5. DRAFT 2027-2028 UNIFIED PLANNING WORK PROGRAM (UPWP)– KIM RIEPL, MPO
Draft 2027-2028 UPWP (Exhibit R-B). 39
ACTION ITEM: Recommend Approval of Draft 2027-2028 UPWP
6. PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) & TARGETS– PAULETTE JACOBSEN, MPO
Resolution of Support (Exhibit R-C) 73
ACTION ITEM: Recommend Approval of Resolution of Support for Bis-Man Transit's PTASP & Targets
7. SFY 2027 BIS-MAN TRANSIT MID-YEAR 5339 GRANT APPLICATION– PAULETTE JACOBSEN, MPO
SFY27 5339 Grant Application (Exhibit R-D) 75
ACTION ITEM: Recommend Approval of 5339 Grant Application

8. BISMARCK-MANDAN MPO SELF-CERTIFICATION– TRACY WALTERS, MPO Self-Certification (Exhibit R-E)	.83
ACTION ITEM: Recommend Approval of BMMPO Self Certification	
9. 2026 PASSENGER RAIL STUDY CONSULTANT SELECTION – KIM RIEPL, MPO QBS Certification Letter (Exhibit R-F)	.91
ACTION ITEM: Recommend Approval of the 2026 PRS Consultant Selection	
10. NDDOT 2026-2027 Unified Planning Work Program (UPWP) Contract Amendment– KIM RIEPL, MPO 2026-2027 UPWP Contract Amendment (Exhibit R-G)	.93
ACTION ITEM: Recommend Approval of the UPWP Contract Amendment	
11. 2026 FRINGE AREA ROADS MASTER PLAN (FARMP) UPDATE– Joel Mann, Bolton & Menk Progress Report (Exhibit R-H).	.97
12. ROADWAY PROJECTS – All Jurisdictions	
13. OTHER BUSINESS	
14. ADJOURNMENT	

The next scheduled TAC meeting is on 7/20/2026. Please call 701-355-1844 with questions. Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at <https://www.bismarcknd.gov/DocumentCenter/View/44505/Request-for-Reasonable-Accommodations-or-LEP-Language-Assistance-Form--Instructions> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
Fringe Area Roads Master Plan (FARMP)	70%	12/31/2026
Mandan Signalized Traffic Data Analysis	10%	05/03/2027

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
MAY 18, 2026

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met May 18, 2026, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Building, 221 N 5th St, Bismarck, ND. Kim Riepl presided.

Members present or participating via Zoom included Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan, and Kim Riepl. Will Hutchings joined the meeting while it was in progress; and the member absent was 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; Jordan Woroniecki; WSB Engineering; Scott Harmstead, SRF and Les Noehre, Bolton & Menk.

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 items.

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

BISMARCK FUNCTIONAL CLASS CHANGE REQUESTS

Mr. Larson stated the City of Bismarck has completed the extension of East Century Avenue and 52nd Street and approached the Bismarck-Mandan MPO in regard to these roads being functionally classified. A meeting was held in May between the BMMPO, City of Bismarck and Burleigh County in which a determination was made to withdraw the functional class request as 52nd Street is a township road designated as a local road. The City of Bismarck and Burleigh County staff agree the complexity of securing federal funding would outweigh the potential benefits at this time.

Mr. Schell added that the City of Bismarck and Burleigh County staff recognized the complexity of the rules that apply to the cities, county and townships outside of the corporate boundary. He stated the efforts behind these functional class requests were to have the map show the completed network of the roads; however, staff determined securing federal funding would not be beneficial at this time.

MOTION: Mr. Schell made a motion to withdraw the Bismarck Functional Class Change Requests. Mr. Nairn seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan and Chair Riepl voting in favor, the motion was approved.

2026 CURB MANAGEMENT STUDY (CMS) RFP

Mr. Larson stated the 2026 Curb Management Study (CMS) is in the 2026-2027 Unified Planning Work Program (UPWP) and has a budget not to exceed \$150,000 with the City of Bismarck providing the 20% local match. The goal of this study is to provide recommendations to the City of Bismarck for the efficient and responsible use of its urban curb space. Urban curb space is utilized for purposes such as bus stops, bike lanes, delivery zones, dining pickup zones and parking. The study will focus on Bismarck's downtown areas and other high activity areas within the city limits. The consultant will inventory available curb space in the study area; evaluate potential curb space uses and demand management of curb space. The goal is to provide various key recommendations for parking policies. Mr. Larson noted the recent update to the Bismarck Land Development Code and adequacy of existing parking, signage and regulations will also be studied. The RFP states there will be two public engagement opportunities in Bismarck that will encourage creativity and collect data for the study. He stated that the study will provide a creative, prioritized, multimodal range of alternatives for curb space management within the study area to assist with planning as the City of Bismarck continues to grow.

Mr. Schell stated the study area is primarily a mix of functionally classified roadways. He asked if there were restrictions that would require the area to be functionally classified in order for federal grant funds to be utilized for the Curb Management Study.

Mr. Larson replied he was not aware of any functionally classified restrictions pertaining to the study within the MPO area.

Ms. Riepl stated if the study (scope) was limited specifically to the roadways, activity would be restricted to functionally classified roads. However, this study encompasses an area, not just the roads within it, so can include local roadways in that area, as well.

MOTION: Mr. Schell made a motion to recommend approval of the 2026 Curb Management Study (CMS) RFP. Ms. Hughes seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan and Chair Riepl voting in favor, the motion was approved.

2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT

Ms. Riepl stated this amendment was required because the MPO received an increase to the overall total federal and local match amounts from federal funding authorized by the Federal Transit Administration exceeding estimated funds for 2026 by an additional \$1,030.91.

Ms. Riepl provided an overview of the changes to the 2026-2027 UPWP which included:

- The cover of the document was changed to reflect the amendment date.
- A change to the 2026 UPWP revenue table.
- An increase to the totals for the federal and local match on the revised budget table.
- An increase to the overall operations line to reflect a change in FTA funding.

Ms. Riepl stated the City of Bismarck approved their local match to be increased by \$258. She noted that staff would be looking for a motion to recommend approval of the 2026-2027 UPWP amendment.

MOTION: Mr. Nairn made a motion to recommend approval of the 2026-2027 UPWP Amendment. Mr. Wigness seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan and Chair Riepl voting in favor, the motion was approved.

BASICS ACT LETTER OF SUPPORT

Ms. Riepl stated the surface transportation reauthorization is set to expire on September 30th, 2026. She noted that it was pertinent for the four North Dakota MPOs to jointly voice support for the

BASICS Act. The four ND MPO Executive Directors agree that the BASICS Act includes several benefits; however, it is subject to the amendment process and will go through several iterations before it is passed. The drafted BASICS Act letter of support identifies several outcome-based provisions within the act. She stated that pending approval by all four MO Policy Boards, the BASICS Act letter of support would be signed by the four North Dakota Policy Board Chairs and sent to Julie Fedorchak, U.S. Congress Representative for North Dakota; Kevin Cramer, United States Senator for North Dakota; and John Hoeven, Senior United States Senator for North Dakota.

Ms. Riepl gave an overview of the revised BASICS Act letter of support. She noted that the major change to the document was the language refining that “Metropolitan Planning Organizations” (MPOs) play a key role in coordinating regional transportation needs across the country. They provide the technical assistance to understand long-range transportation needs and facilitate prioritizing regional funding to address those needs based on local participation and input.

Mr. Nairn addressed an error in the BASICS Act letter of support that occurred within the TAC meeting packet.

Ms. Riepl replied that the ND MPO Executive Directors have addressed and revised that particular error and several other areas of the BASICS Act letter of support to produce a clean copy.

MOTION: Mr. Wigness made a motion to recommend approval of the BASICS Act Letter of Support. Mr. Schell seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Mitch Flanagan and Chair Riepl voting in favor, Logan Beise abstained from the vote and the motion was approved.

***SECRETARY’S NOTE:** TAC member Will Hutchings joined the meeting while it was in progress.*

2026 FRINGE AREA ROAD MASTER PLAN (FARMP) UPDATE

Mr. Mann stated the study’s progress and status of the Major Regional Corridor (MRC) network are being defined along with potential hotspot solutions among the steering committee. 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 concepts and began exploring ideas of how NDDOT would be involved in major projects. He noted that subsequent updates should begin exploring draft document recommendations and they are working towards having a draft plan to share with staff in late May. Mr. Mann presented a draft plan concepts map to the Board which focuses on policy and provides a detailed review of the core network for regional connections. The draft FARMP defines the processes and details the steps of the non-Major Regional Corridor (MRC) network:

- **SITE PLAN:** Applicants submit site plans through the typical intake process and work with cities/counties
- **SYSTEM IMPACT:** Review process notes major impacts on system: new access/intersections, traffic operations, etc.
- **MITIGATION MEASURES:** Applicants work with Cities/Counties to develop mitigation approaches
- **UPDATE DATA LIBRARIES:** Cities/counties update fringe area network as built centerlines and remove planned links from network
- **PROGRAM PROJECTS:** Based on mitigation measures, City /Counties may also advance capital projects as driven by developmental impact
- **MPO AND LOCALS JOINTLY ASSESS CORRIDOR CONDITION:** Assess how developments are adding to MRC corridors and keep track of overall needs for future MTP/TIP updates

- **POLICY BOARD APPROVES WHEN A DEVELOPMENT DIFFERS FROM FARMP:** TAC acts as a reviewing body to make formal recommendations to Policy Board, who has a deciding vote.

Mr. Mann addressed how the network serves overall regional needs and how key links demonstrate importance. He noted forecasting traffic levels, based on growth in the area, will provide guidance on long-term capacity needs. An example of a potential FARMP opportunity may include 66th Street East to 71st Avenue North, which would add a bridge crossing to connect north Bismarck with a north river crossing and access to I-94.

Mr. Mann provided a map and gave an overview of how the MRC network and the typical FARMP network work together. He noted major connections to other infrastructure sets the context to ensure that development isn't placing intersections or driveway access too close to natural barriers such as water crossings. He explained different processes for all roads in the FARMP network:

- **RIGHT-OF-WAY:** Defines overall expected needs for section-line roads. Setting a standard may not be as important on internal roads (previously known as collectors), especially with prevailing development patterns
- **ACCESS:** Determines generally acceptable areas from major intersections. This will be applied primarily on MRC, but guidance can be used for all roads
- **ALIGNMENT:** Determines acceptable areas for alignment change previously identified as 'safe areas' outside of site/environmental constraints

Mr. Mann stated TAC and Policy Board will be involved in making decisions on regionally significant corridors and connections, especially if land development will lead to changes in alignment or roadway function. One idea currently 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 alignment modifications and will be documented within the FARMP to function as a long-term blueprint for other recommended projects. Any non-critical corridors may be built according to the guidance of the FARMP; however, the plan will include specific details on how non-critical roads and critical roads interface with one another and other essential components. The three major corridor types outline typical sections and access standards that are cross-regional connections, major crossing links and destinations. These will select future design conditions from regional traffic assignment, identify potential for non-forecast in new developments, and identify major utility upgrades and needs. The plan sets general spacing guidance for streets and driveways and outlines flexibility for changing these along corridors.

Mr. Schell asked what scenarios Mr. Mann would envision needing to come back to TAC and Policy Board for potential changes.

Mr. Mann replied that he would need to gather information about how the process works and discuss different scenarios with the steering committee to define the process.

Mr. Nairn asked if the recommendation of the plan would be to amend the ordinances to adjust the process of the subdivision review or if there is enough discretion in the ordinance as they are written today.

Mr. Mann replied that if a subdivision was to be greatly changed, we would need a specific plan in place. He noted that the current ordinances that are in place would suffice for most situations. The regional network was set up to intentionally focus on critical paths so it would not affect that many of the roads.

Mr. Nairn stated that the significance of the oversight body reviewing and approving major decisions makes sense. Most subdivisions ordinances include language that would give discretion for different scenarios. He suggested that reviewing the ordinances to make sure they align with potential changes would be a proactive approach.

Ms. Riepl asked if Mr. Mann would be bringing the steering committee's suggestions back to TAC and Policy Board to approve, or if their suggestions would be included in the final document.

Mr. Mann replied that if it is the wishes of the Boards, he could bring the steering committee's recommendations back to TAC and Policy Board, if not, he would include this in the final document.

Ms. Riepl stated that many of the TAC members are also on the steering committee so Mr. Mann could proceed with delivering the feedback into the study.

Mr. Larson stated the next round of public engagement is scheduled for Wednesday, May 20, at Public Works and Thursday, May 21, at the Mandan Library. Participants will engage in a role-playing activity to jointly make decisions about advancing FARMP projects and the team will present overall recommendations for the FARMP.

FY 2028 TRANSPORTATION ALTERNATIVES (TA) UPDATE

Mr. Larson stated NDDOT recently announced grant awards for FY 2028 Transportation Alternatives (TA) program. He noted that out of the four applications received, NDDOT selected the Bismarck State Street Trail Rehab project from Divide Avenue to Calgary Avenue. The Bismarck City Commission has recently accepted this project to move forward and this project will appear in the FY 2028 TIP.

Ms. Riepl congratulated the City of Bismarck for receiving funding for the State Street Trail Rehab project.

PASSENGER RAIL SERVICE UPDATE

Ms. Riepl stated the MPO held a passenger rail roundtable discussion on April 28th which included local leaders and elected officials from Beach, Dickinson, Medora, Mandan, Bismarck, Lincoln, Jamestown, Valley City and Steel. The purpose of the meeting was to present the status of the Big Sky Passenger Rail Authority (BSPRA) Corridor ID project, share information pertaining to local passenger rail readiness, and identify community needs, challenges and opportunities. The group also explored future collaboration opportunities to strategize advocacy efforts and noted it was a productive meeting.

Ms. Riepl stated that she spoke before the Local Issues Committee for the Chamber EDC on Tuesday, May 12, 2026, to present the status of passenger rail service in the MPO area and seek support of the Chamber EDC for local efforts of preparing for passenger rail to the area. The Local Issues Committee's primary concern is economic development. Ms. Riepl was invited to convene a meeting amongst the BMMPO, Chamber EDC, and the Mayors of Bismarck, Mandan and Lincoln to discuss cost analysis figures, economic challenges and opportunities for the communities along the passenger rail line.

Ms. Riepl stated the MPO's Passenger Rail Station Siting Study's deadline for proposals was Friday, May 15th. She noted the MPO received one responsive proposal. Because the MPO received fewer proposals than required by NDDOT to conduct interviews, Ms. Riepl has placed a request with NDDOT explaining the MPO's process for advertising and promoting the RFP. She noted that the RFP has a uniquely technical nature and she is waiting on NDDOT's response on moving forward with the interview or if we would need to re-advertise for additional proposals.

ROADWAY PROJECTS UPDATE

NDDOT: Mr. Beise stated they will be pouring concrete on the southeast ramp on Exit 161. Memorial Highway project is in Phase 1 and concrete will be poured on Action Drive this morning. Phase II of the Memorial Highway project has started at Mandan Avenue to the intersection. After Memorial Day, they plan to start installing the storm sewer line on 3rd Street.

City of Bismarck: Mr. Schell stated the 2026 federal aid construction project is for Jericho Road and Centennial Avenue pedestrian enhancements and rectangular rapid flash

beacon which is currently under construction. The Century Avenue and 19th Street safety project will start in June.

Burleigh County: Mr. Schriock stated they will have a few microsurfacing projects within the MPO area, however; they do not have a current schedule for these projects to start.

City of Lincoln: Ms. Marshik stated they are working on road maintenance projects, putting together models for utilities, and updating the CIP.

City of Mandan: Mr. Wigness stated they have two active projects. The first is a downtown reconstruction project on 1st Street and the underground portion of the far west section is in progress now and will be closed up shortly. The second project is their 8th Avenue and 27th Street reconstruction project which will begin next year. He noted they had a public engagement meeting last week and another is scheduled for June.

Morton County: Mr. Saiki stated that a micro surface project on County Road 139 will begin in mid to late August.

OTHER BUSINESS

ADJOURNMENT

There being no further business, the meeting was adjourned at 10:56 a.m., with the next scheduled meeting to take place on June 15, 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

Fringe Area Roads Master Plan Update

TAC and Policy Board Updates

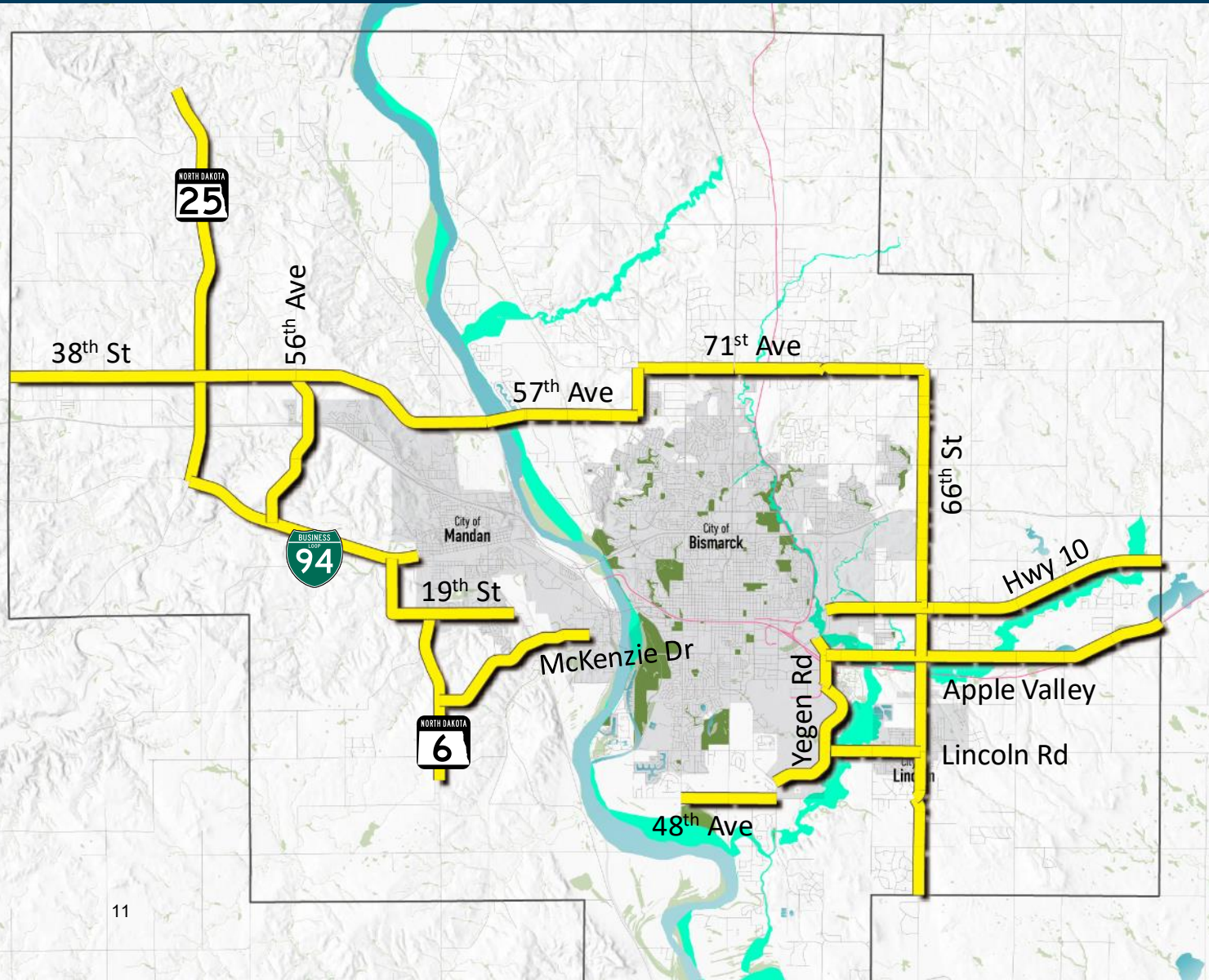
May 18-19, 2026

Major Update Items

Study Progress and Status

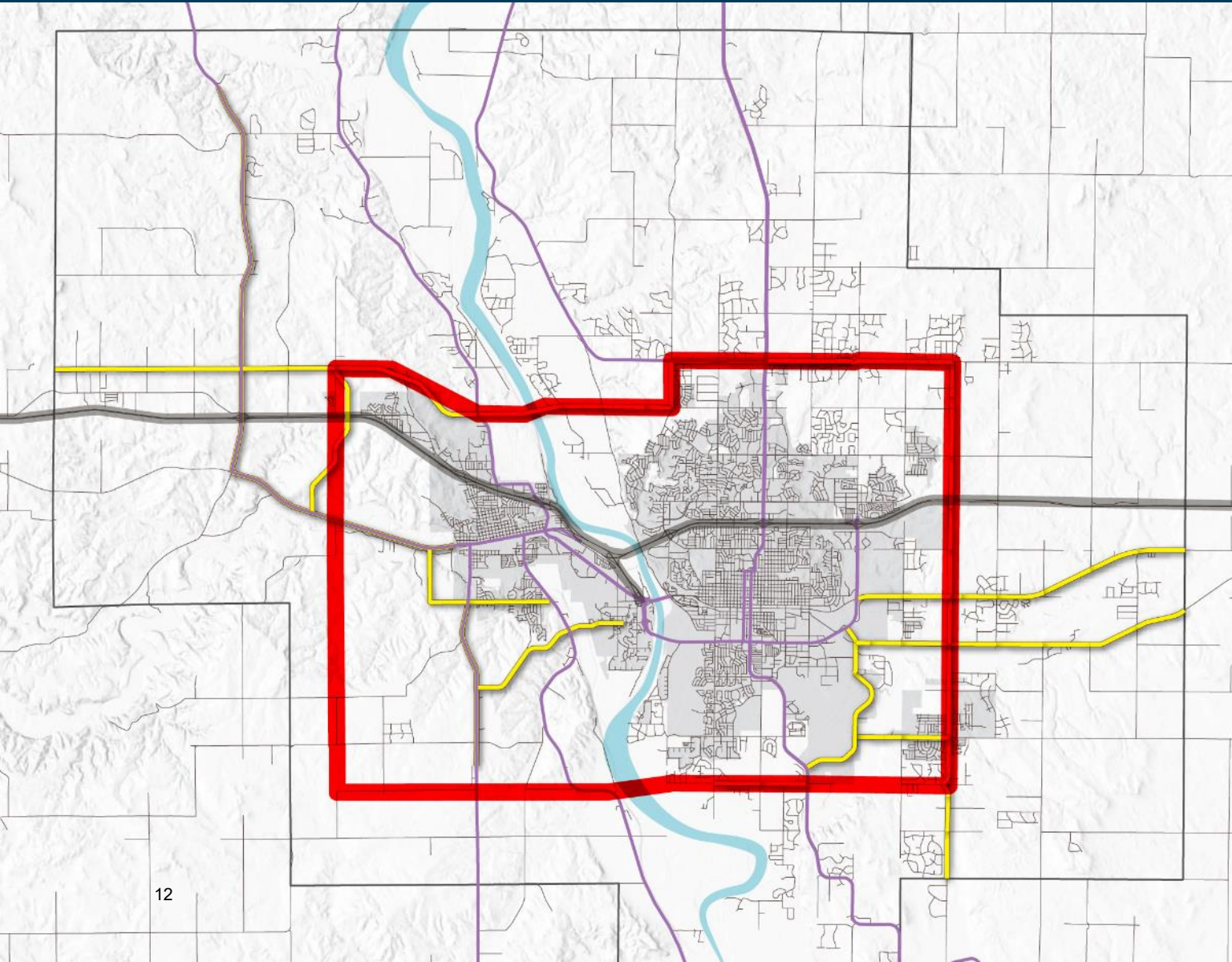
- Major Regional Corridors Network Largely Defined
- Working toward draft plan to share with staff in late May
- Subsequent updates should begin exploring draft document recommendations

Plan Concepts Previously Presented



FARMP focuses
policy and
detailed review
on a core
network for
regional
connections

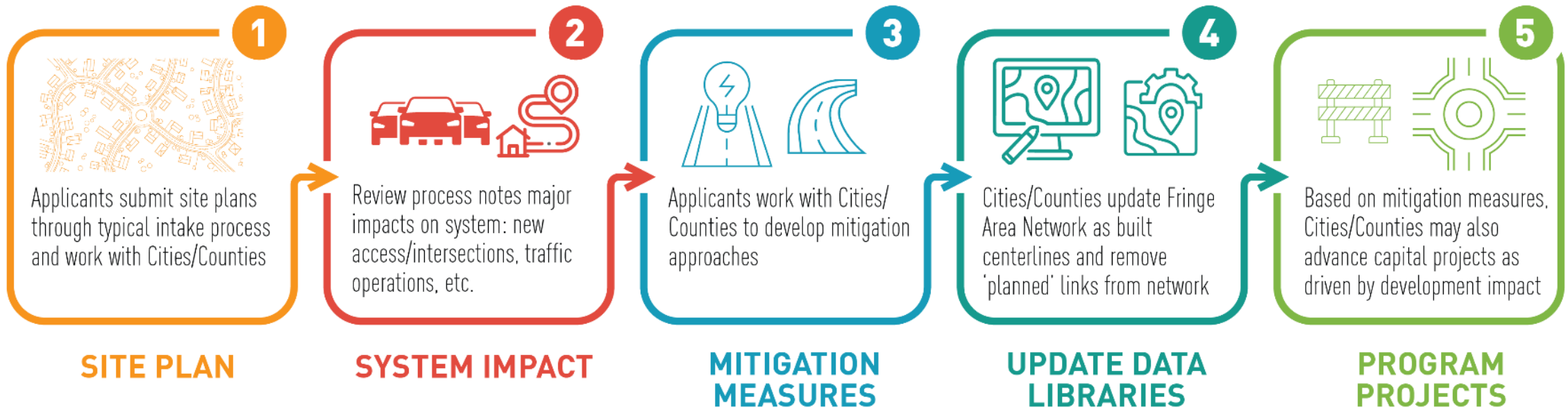
FARMP Opportunities



The MRC
incorporates
most of the
North-South
Beltway
concepts from
previous plans

The Draft FARMP: What to Capture

Define the processes: the non-MRC network



Cities and Counties

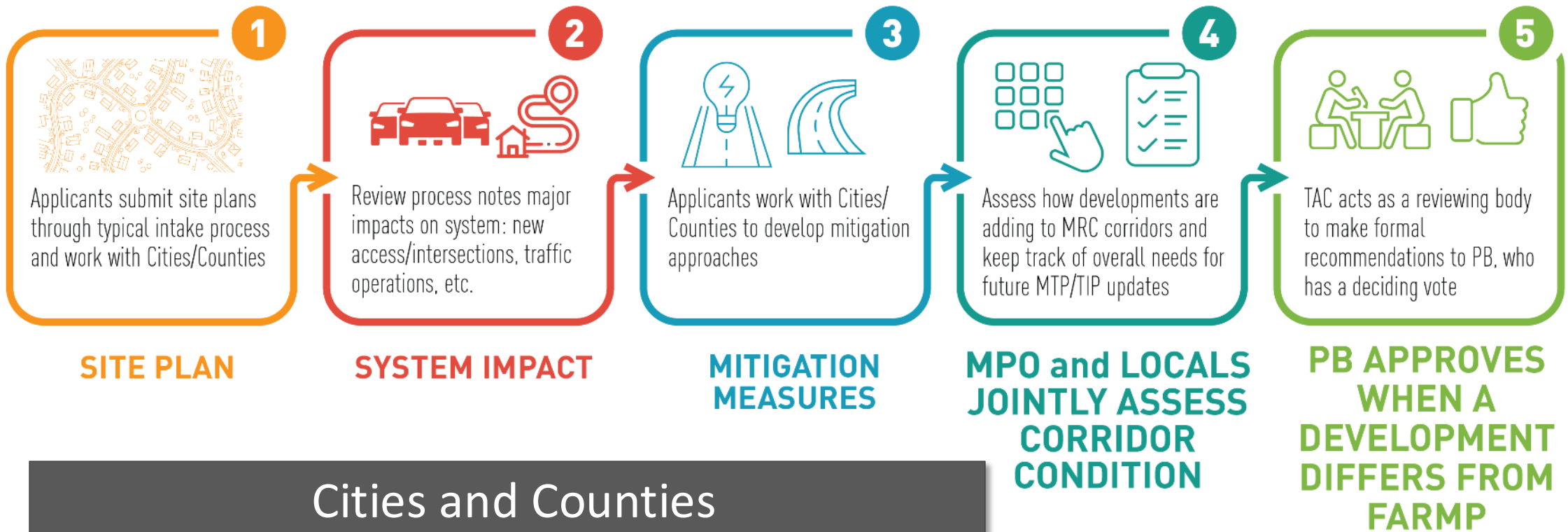
Follows FARMP Network Guidance and design best practices

Coordinate with BMMPO

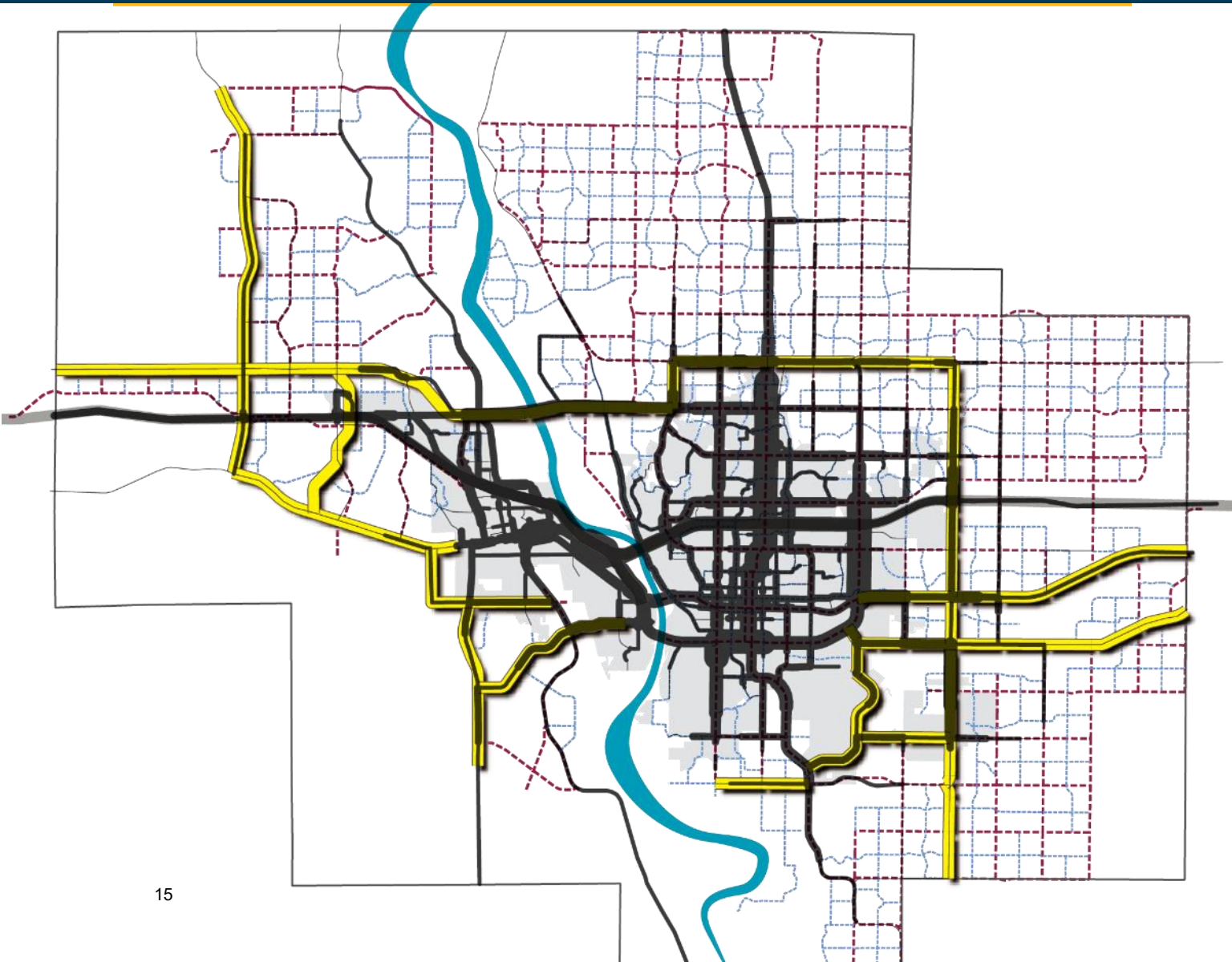
- Ensure consistency in datasets
- Seek MPO guidance and submit project candidates for MTP/TIP

The Draft FARMP: What to Capture

Define the processes: the MRC network



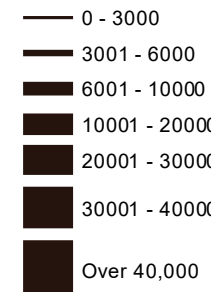
Selecting the Major Corridors



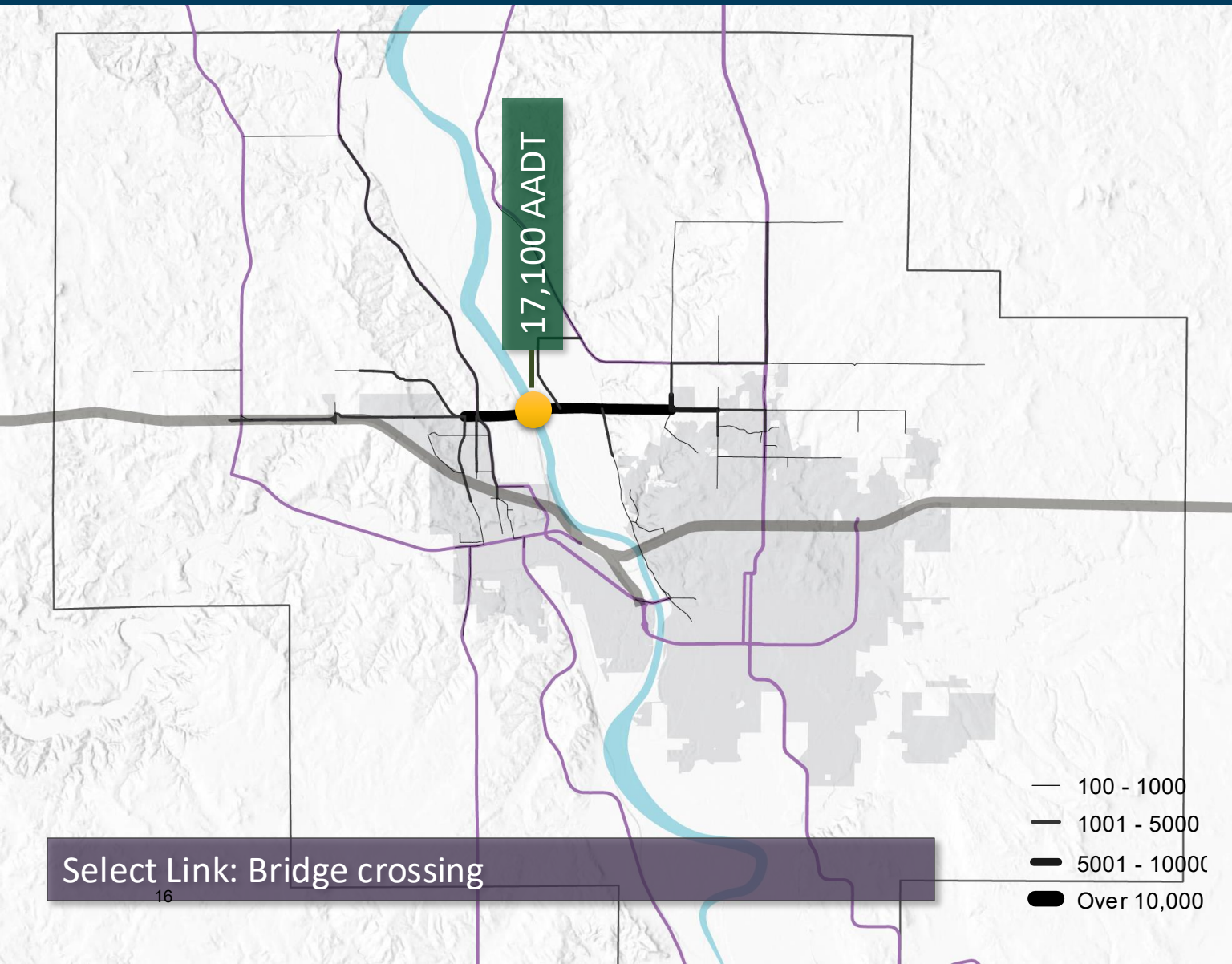
How the network serves overall regional needs can vary, but key links demonstrate importance

Forecast traffic levels, based on growth, provide guidance on long-term capacity needs

These would not all be planned for or programmed in the near term



FARMP Opportunities



66th Street East to 71st Avenue North

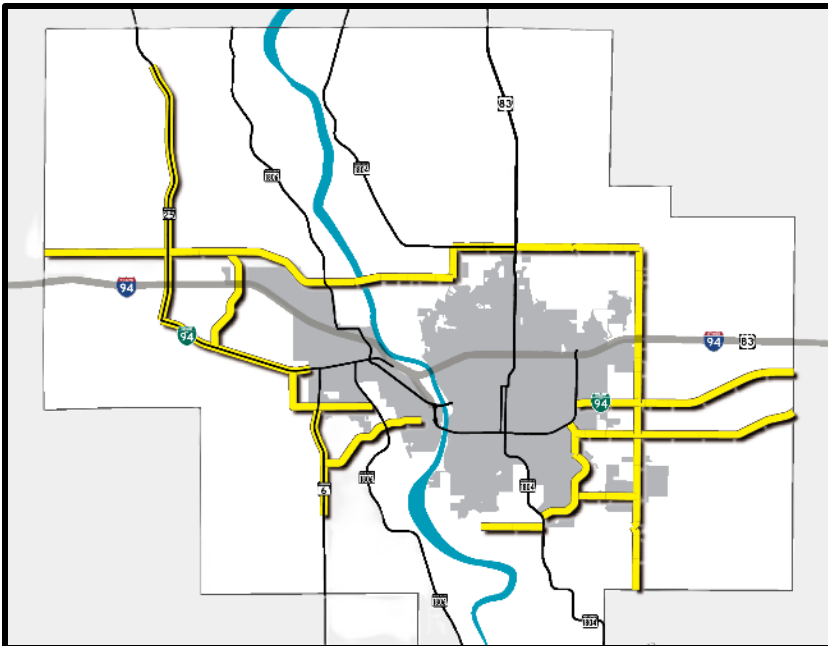
Previously identified as part of North-South Beltway alignment

Connects north Bismarck growth areas and provides regional ties with potential north river crossing and access to I-94

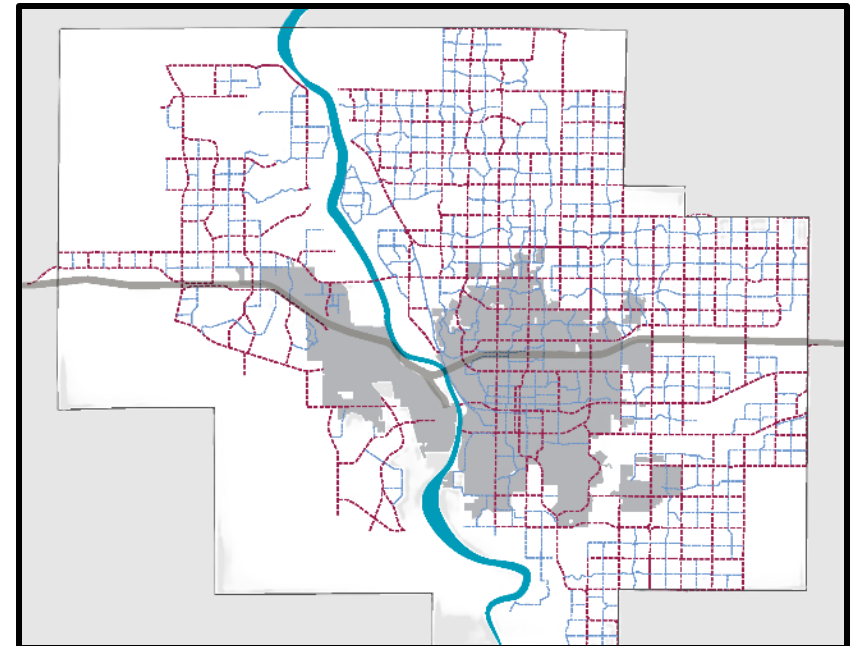
The Draft FARMP: What to Capture

When FARMP recommendations take priority over local development review

MRC Network/MPO Review

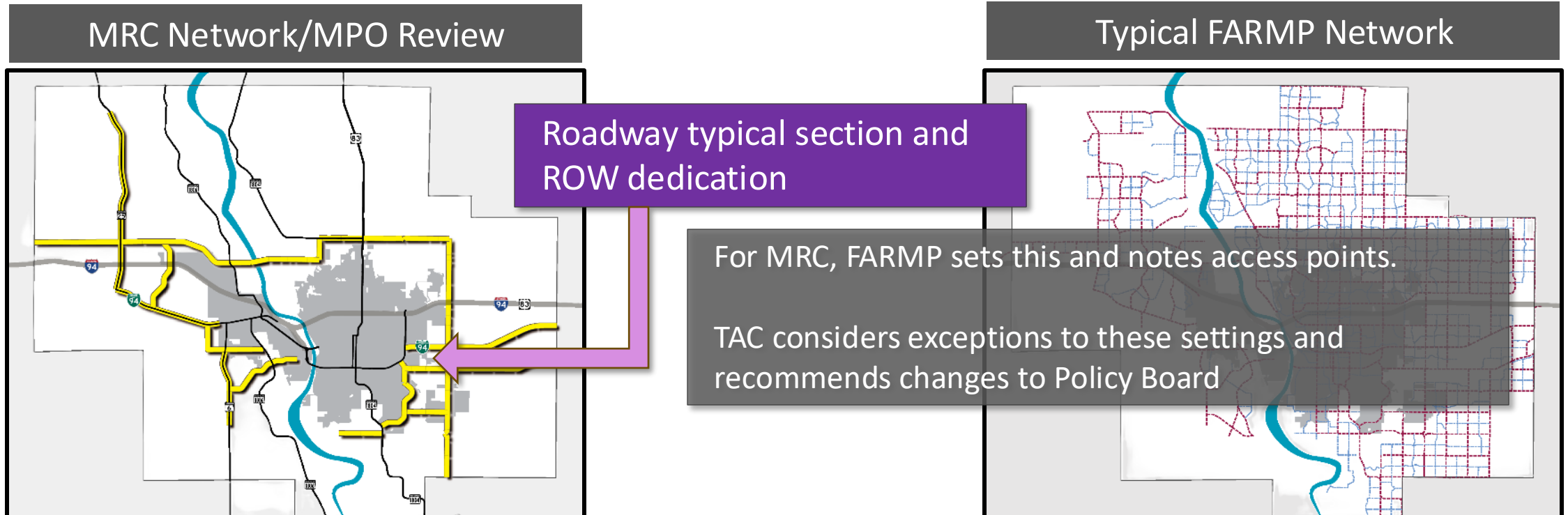


Typical FARMP Network



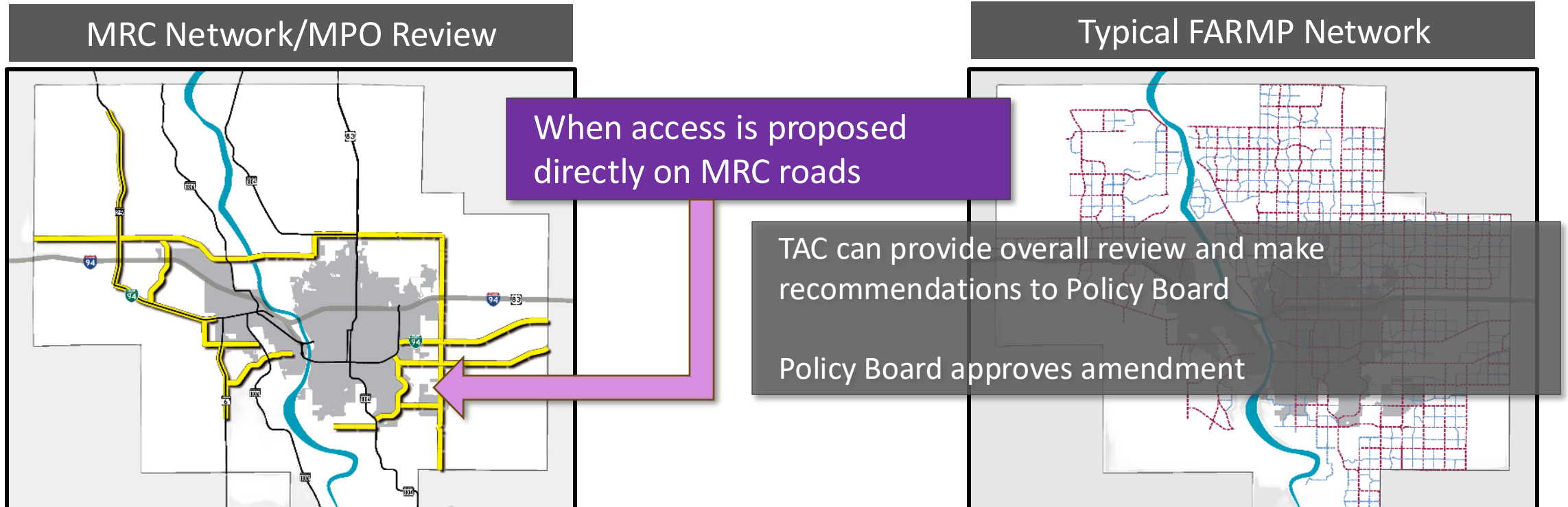
The Draft FARMP: What to Capture

When FARMP recommendations take priority over local development review



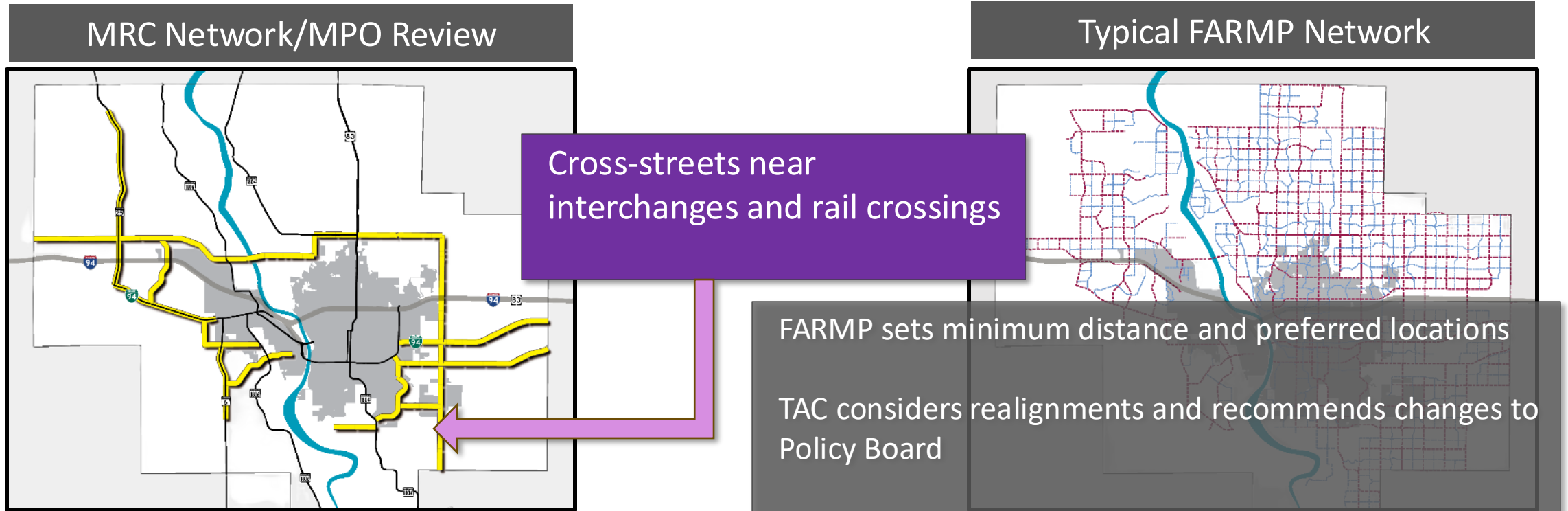
The Draft FARMP: What to Capture

When FARMP recommendations take priority over local development review



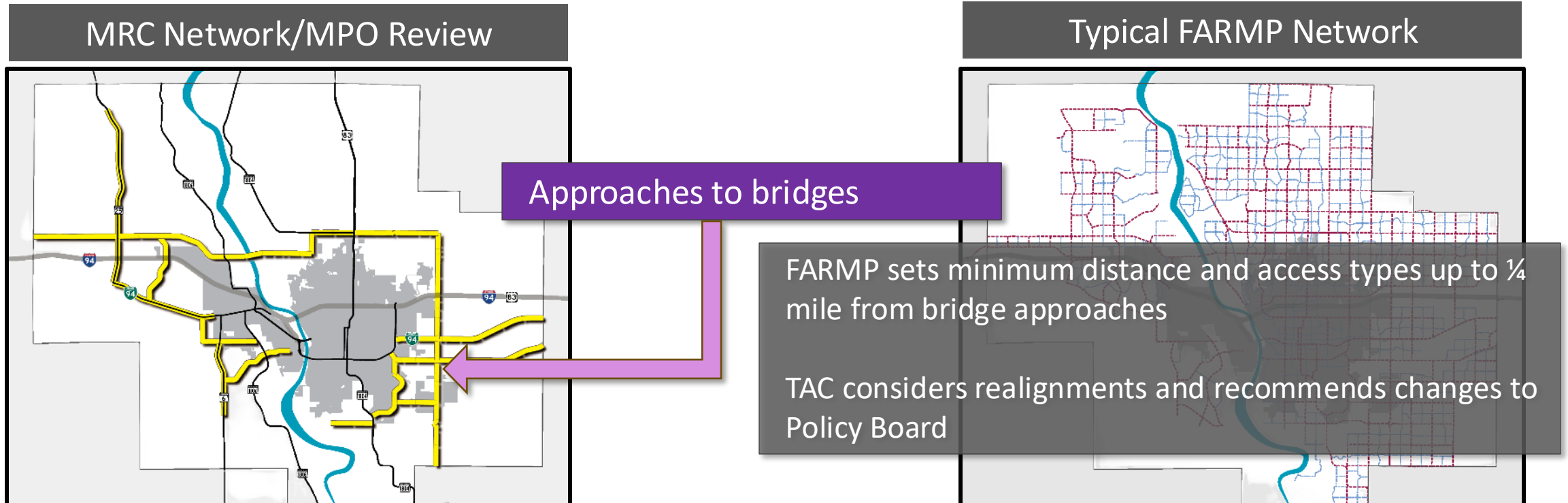
The Draft FARMP: What to Capture

When FARMP recommendations take priority over local development review



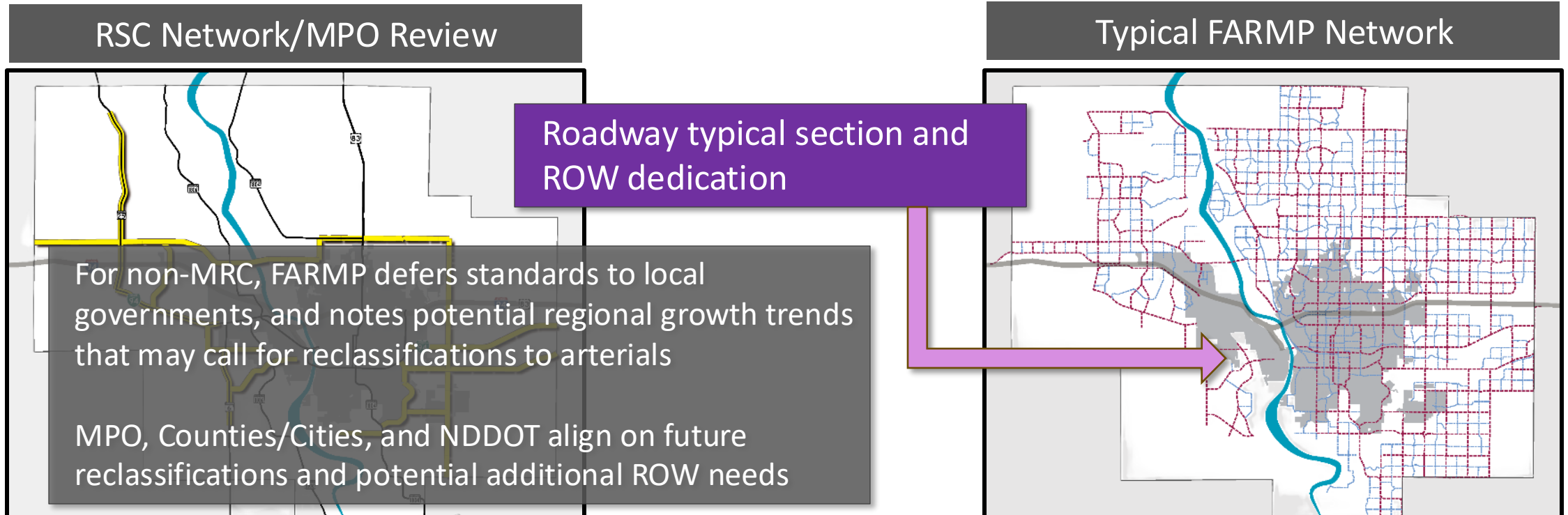
The Draft FARMP: What to Capture

When FARMIP recommendations take priority over local development review



The Draft FARMP: What to Capture

When FARMP recommendations take priority over local development review



The Draft FARMP: Implementation Process

For all roads in the FARMP Network

R.O.W. DEFINITIONS

RIGHT-OF-WAY: define overall expected needs for section-line roads
Setting a standard may not be as important on internal roads (previously known as collectors), especially with prevailing development patterns

ACCESS ALLOWANCE

ACCESS: determine generally acceptable areas from major intersections
Will be applied primarily on MRC, but guidance can be used for all roads

ALIGNMENT EXCEPTIONS

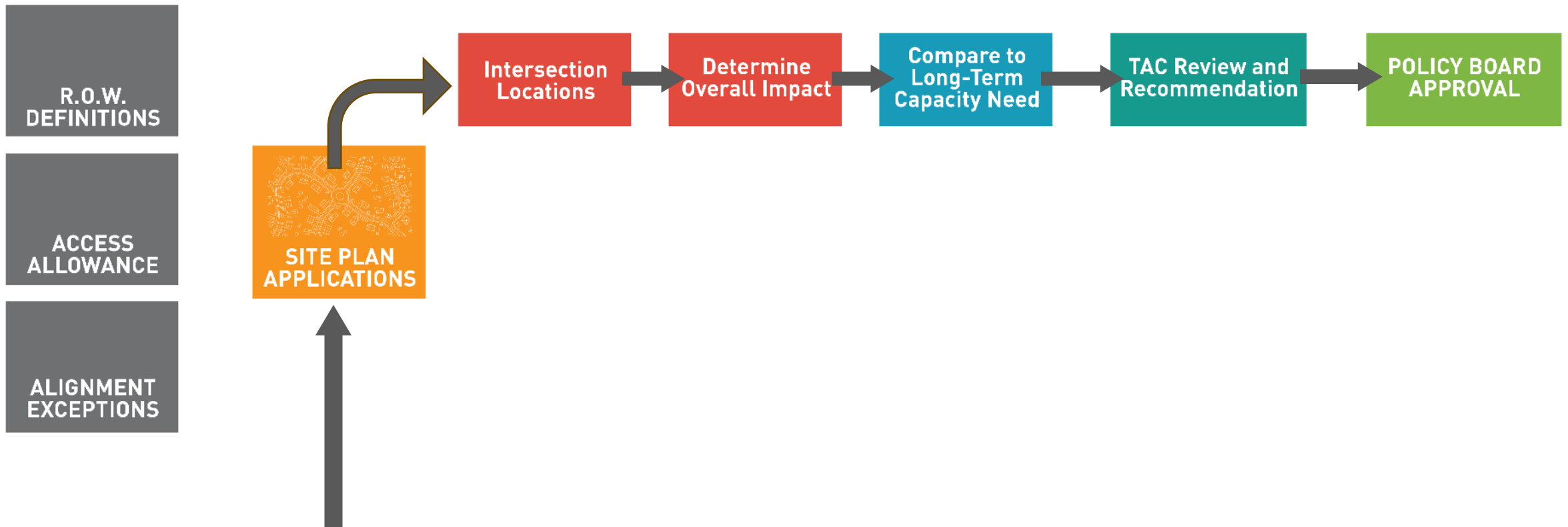
ALIGNMENT: determine acceptable areas for alignment change
Previously-identified 'safe areas' outside of site/environmental constraints

FARMP will have defined these parameters

The Draft FARMP: Implementation Process

IN FARMP

for Roads on the MRC network

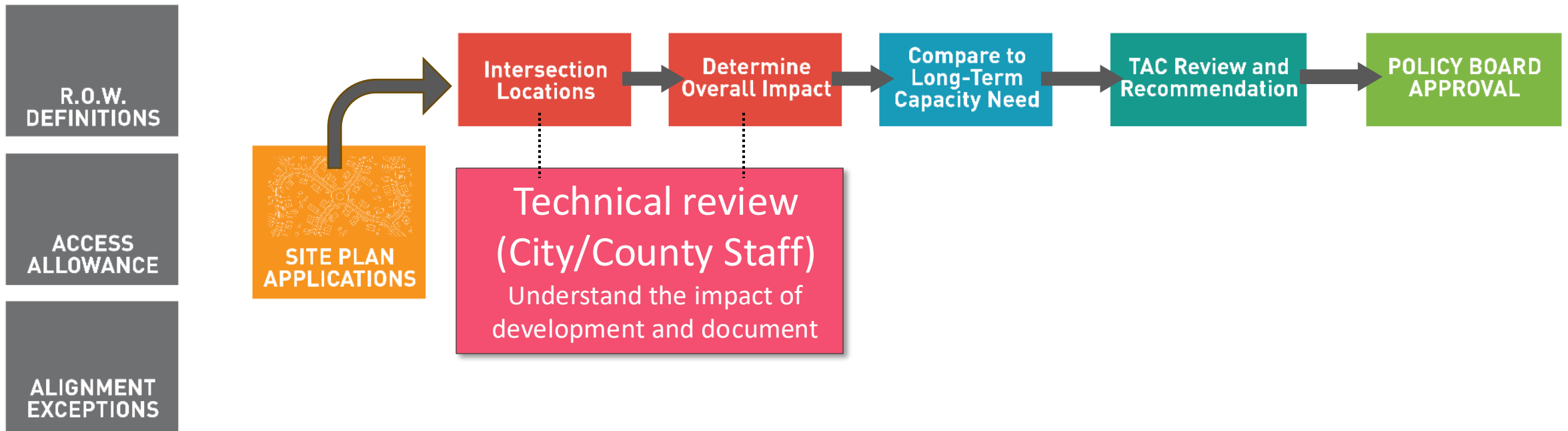


Starting with development application, this process follows

The Draft FARMP: Implementation Process

IN FARMP

for Roads on the MRC network

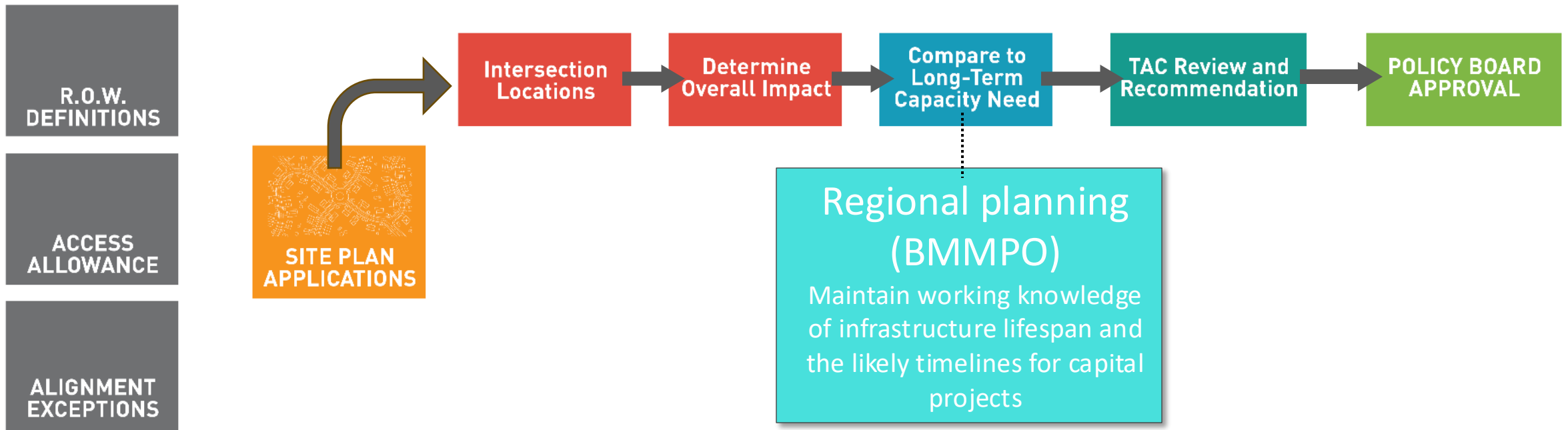


Starting with development application, this process follows

The Draft FARMP: Implementation Process

IN FARMP

for Roads on the MRC network

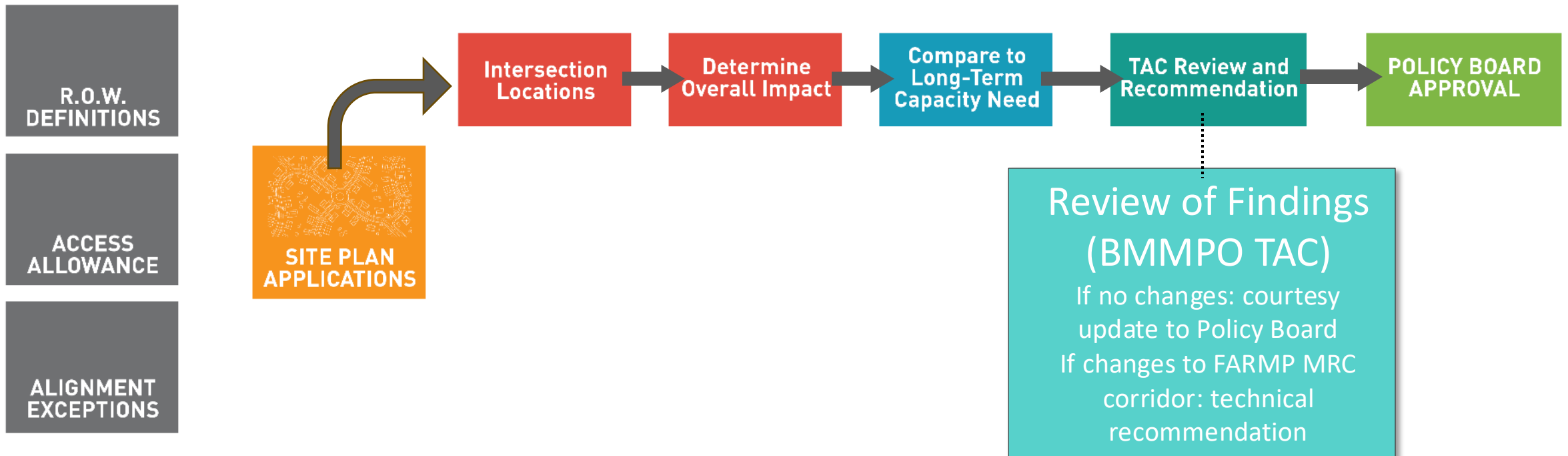


Starting with development application, this process follows

The Draft FARMP: Implementation Process

IN FARMP

for Roads on the MRC network

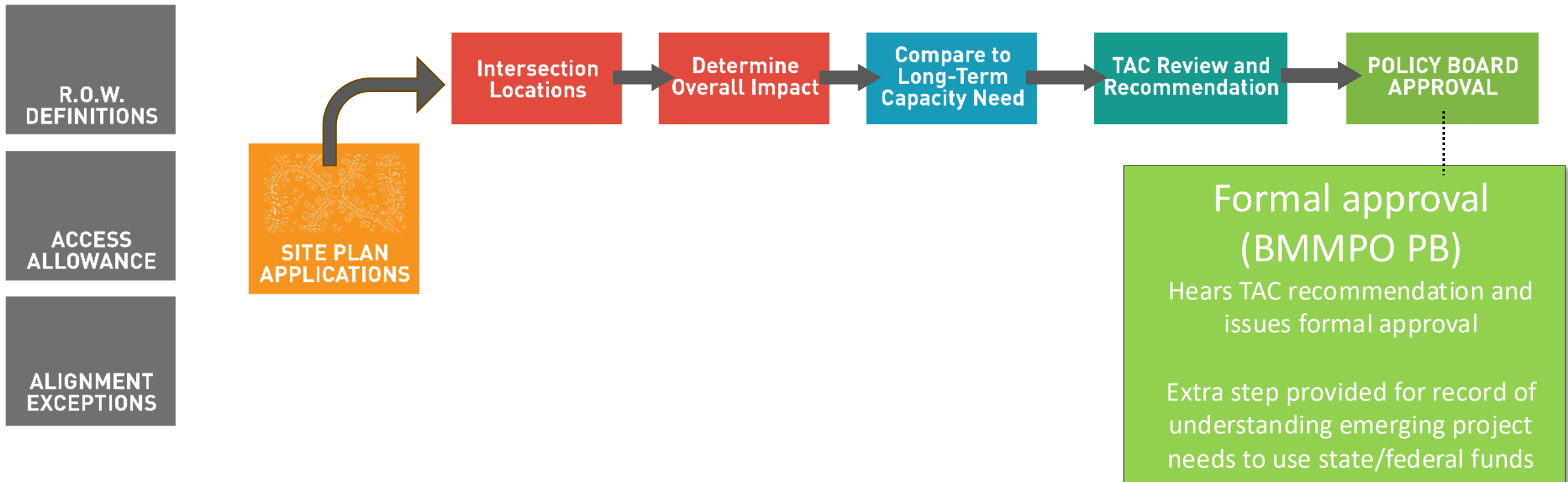


Starting with development application, this process follows

The Draft FARMP: Implementation Process

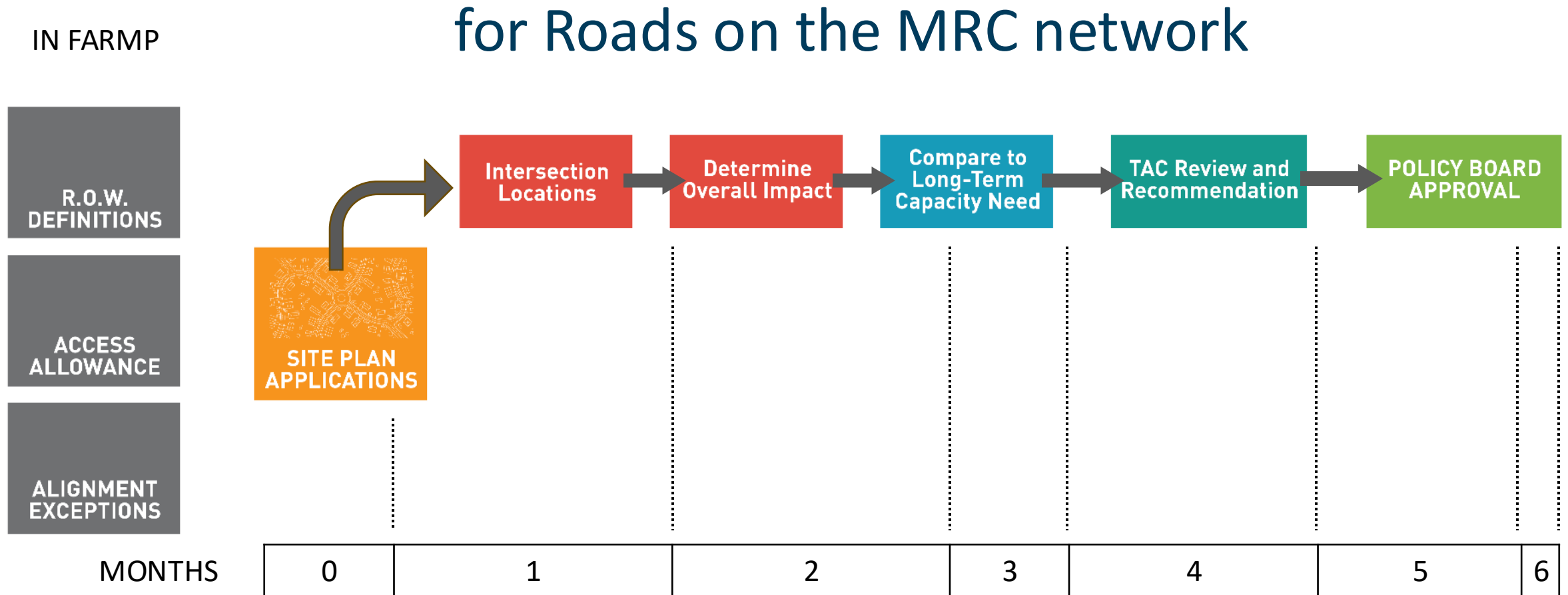
IN FARMP

for Roads on the MRC network



Starting with development application, this process follows

The Draft FARMP: Implementation Process

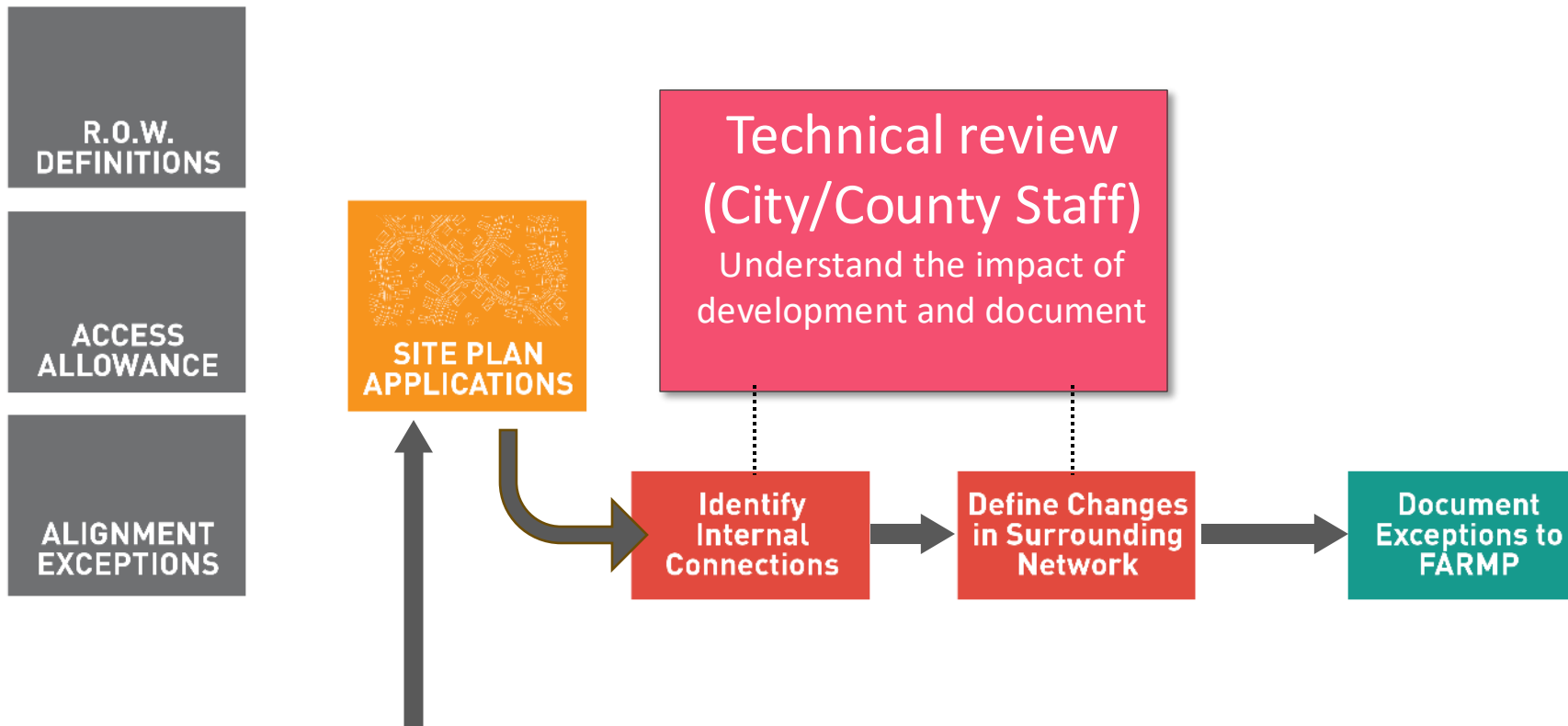


What does this look like timing-wise?

The Draft FARMP: Implementation Process

for Roads NOT on the MRC network

IN FARMP

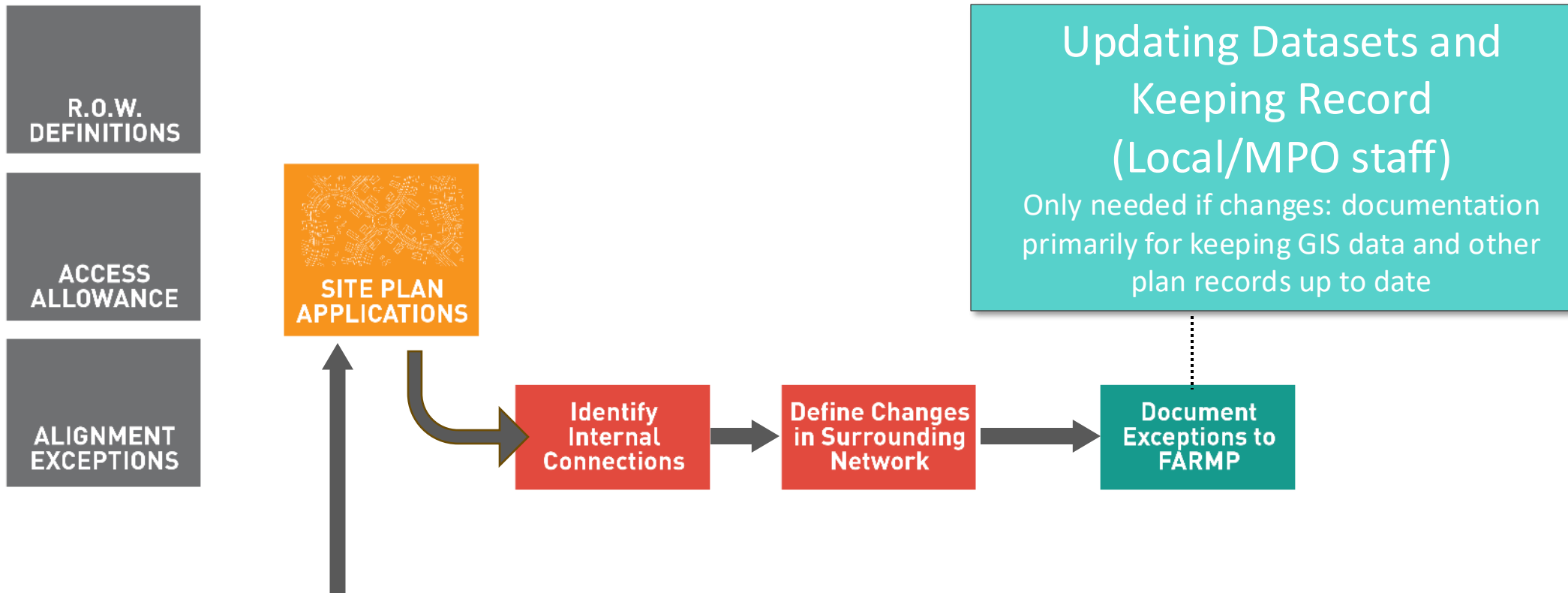


Starting with development application, this process follows

The Draft FARMP: Implementation Process

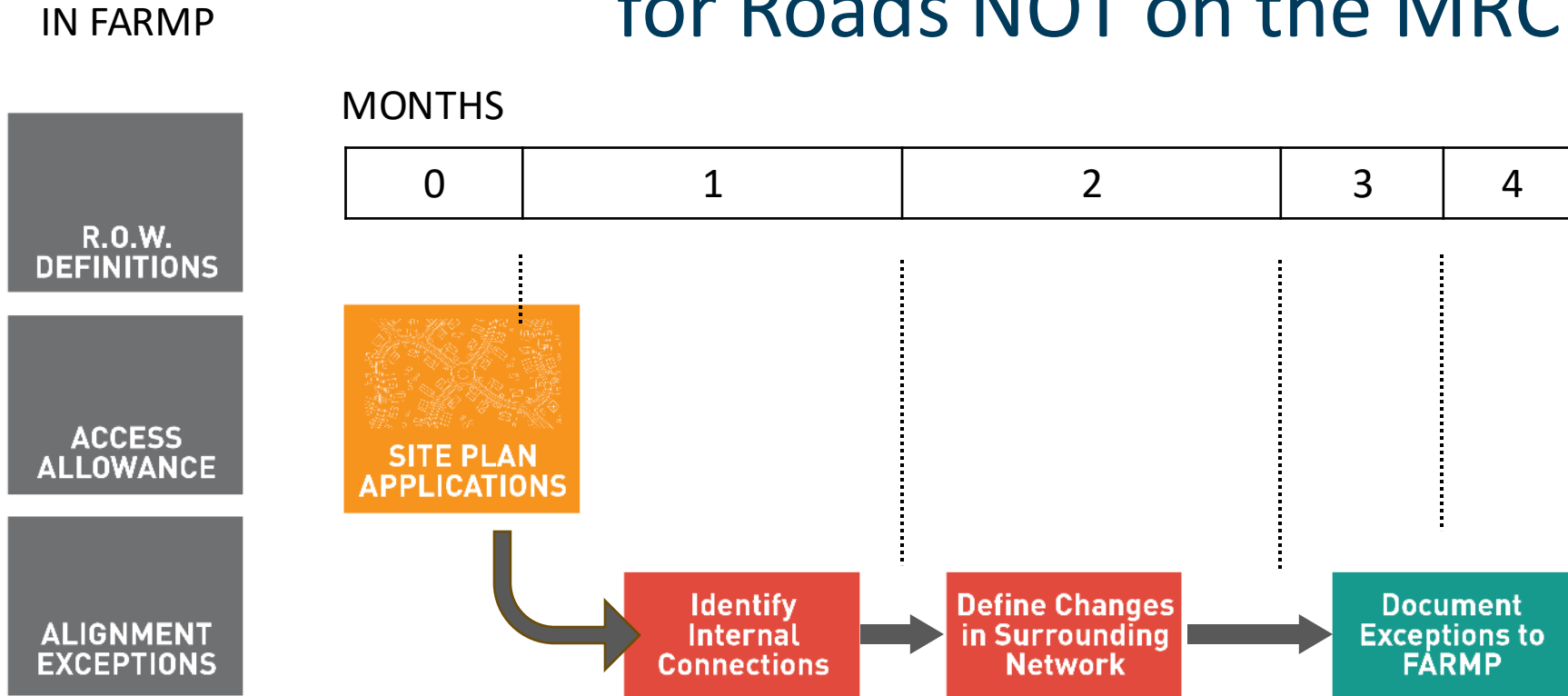
for Roads NOT on the MRC network

IN FARMP



The Draft FARMP: Implementation Process

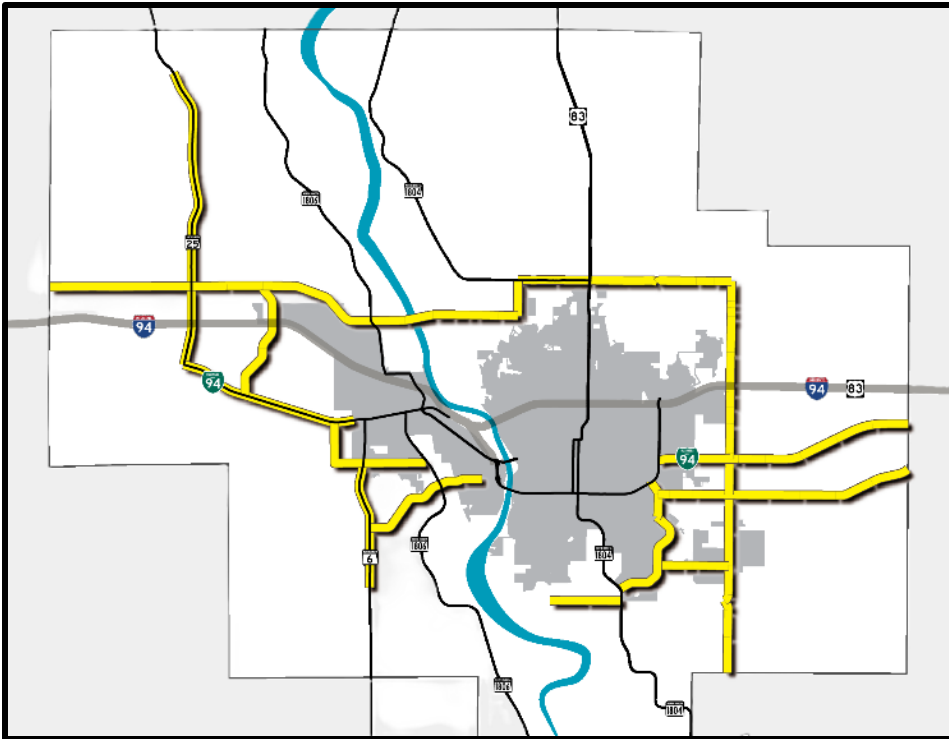
for Roads NOT on the MRC network



What does this look like timing-wise?

The Draft FARMP: What to Capture

Define the processes: the MRC network



Define a Major Corridor Type

- Current proposal is for three types: cross-regional connections, major crossing links, and destinations
- Plan will outline typical section and access standards

Outline Significant Infrastructure Needs

- Select future design conditions from regional traffic assignment
- Identify potential for non-forecast new development
- Identify major utility upgrades and needs

Establish Controls for Development Decisions

- Plan sets general spacing guidance for streets and driveways
- Outlines flexibility for changing these along these corridors

June Updates

Transportation Hotspots

- More detailed concepts to discuss, along with potential implications

Deliverables / Recommendations

- A more formal presentation of process and what the TAC and Policy Board would be expected to do in taking action/adoption

Fringe Area Roads Master Plan Update

TAC and Policy Board Updates

May 18-19, 2026

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DATE: June 8, 2026

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

SUBJECT: Update on the 2026 Transit Development Plan

ACTION REQUIRED: No action required.

DETAILS

The contract for the 2026 Transit Development Plan has been signed and the Notice to Proceed has been issued to Bolton & Menk. We are now planning our kick-off meeting to be held within the next week or so.

STAFF CONTACT: Paulette Jacobsen, Transportation/Transit Planner, Bismarck-Mandan MPO

pjacobsen@bismarcknd.gov | 701.355.1473

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2027-2028
UNIFIED PLANNING
WORK PROGRAM

Bismarck-Mandan
Metropolitan Planning Organization

Draft
June 2026

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DRAFT

2027-2028 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
Bis-Man Transit

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.

DRAFT

Adopting Resolution

Resolution of Adoption
2027-2028 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 2027-2028 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 level of effort required, and minor amendments to the UPWP may become necessary to better align project budgets with expenditures.

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

1. The 2027-2028 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 ____ day of _____, 2026.

Michael T. Schmitz
BMMPO Policy Board Chair

ATTEST

Kim Riepl
BMMPO Executive Director

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
2027-2028**

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

Signature, Executive Director, Bismarck-Mandan MPO

Date

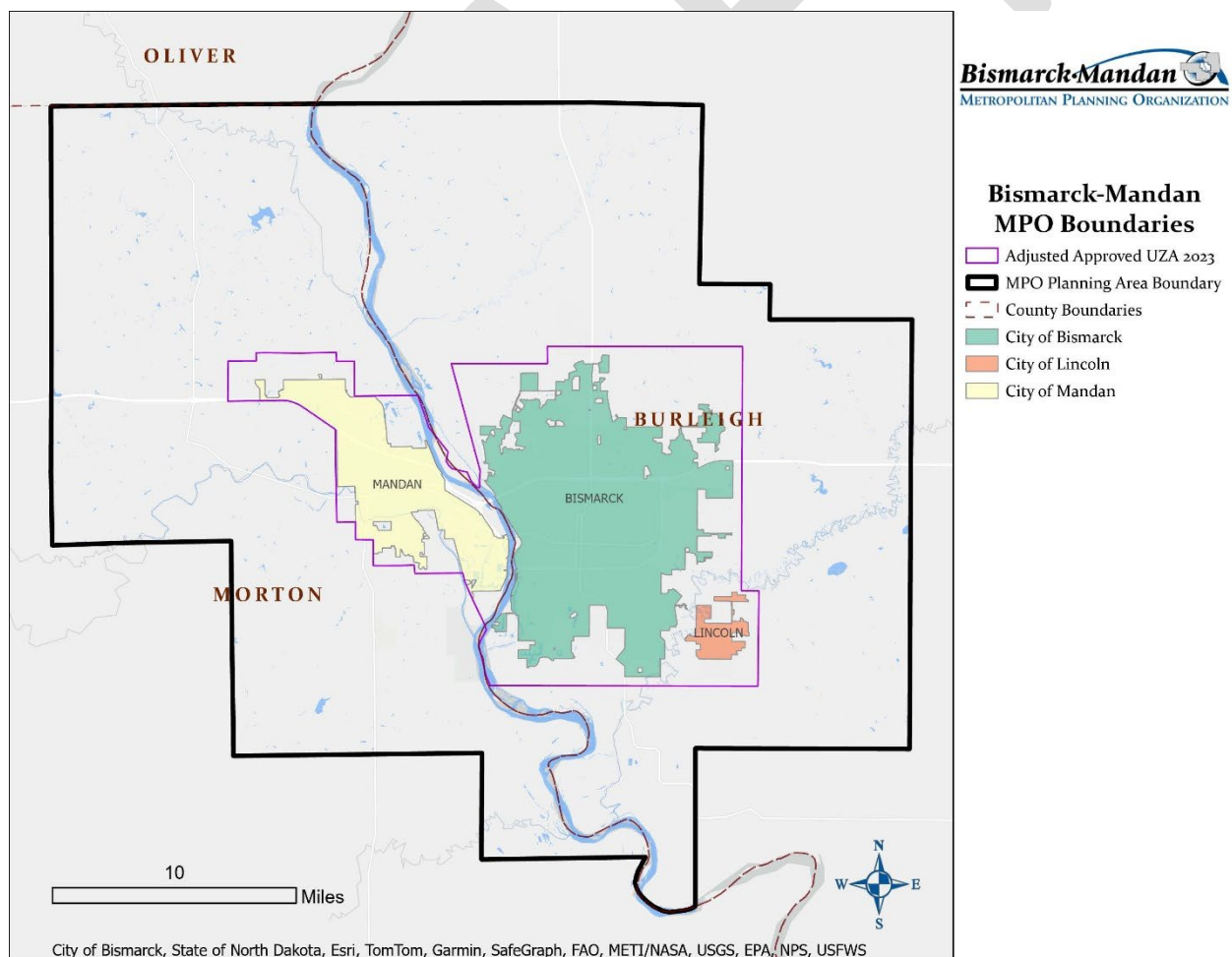
INTRODUCTION

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) 2027-2028. 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 2027-2028 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 2027-2028 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 2027 and 2028 in cooperation with its jurisdictional partners, NDDOT, FHWA, FTA, and involvement of the public.

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION PLANNING AREA



MPO BOARD MEMBERSHIP**Technical Advisory Committee (TAC)**

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 with a quorum consisting of at least a majority of voting members. Any member may have an alternate from their organization serve in their place with full voting rights.

Technical Advisory Committee Members

JURISDICTION	POSITION/TITLE	NAME
Bis-Man Transit	Executive Director	Deidre Hughes
Bismarck	City Engineer	Gabe Schell
Bismarck	Planning Director	Daniel Nairn
Burleigh County	Building Official/Director	Mitch Flanagan
Burleigh County	County Engineer	Dan Schriock
Freight Industry Representative	Air/Rail/Road Transport	Vacant
Lincoln	City Engineer or City Representative	Loretta Marshik
Mandan	City Engineer	Jarek Wigness
Mandan	City Planner	Vacant
Morton County	County Engineer	John Saiki
Morton County	County Planner	Natalie Pierce
NDDOT Bismarck District	Engineer or District Official	Logan Beise
NDDOT Local Government	MPO Coordinator	Will Hutchings
Bismarck-Mandan MPO	Executive Director or Transportation Planner	Kim Riepl

Bismarck-Mandan MPO Executive Director or other BMMPO Transportation Planner will serve as TAC Chair

Policy Board

The Policy Board is the decision-making body of the MPO. 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. Any member may appoint an alternate serve in their place. It is preferred the alternates be elected officials of their respective units of government, but may, at the Policy Board member's discretion, be a non-elected official or staff member. In either case, designated alternates have full voting rights.

Policy Board Members

JURISDICTION	POSITION/TITLE	NAME
Bismarck	Mayor	Mike Schmitz
Burleigh County	County Commissioner	Steve Bakken
Lincoln	Mayor	Keli Berglund
Mandan	Mayor	Jim Froelich
Morton County	County Commissioner	Paul Tokach
NDDOT (non-voting)	Director	Ron Henke or assignee

MPO BOARD MEETING DATES

MPO Policy Board meetings are on the third Tuesday of the month at 1:30 PM. The MPO TAC meeting is held at 10:00 AM the Monday prior to the Policy Board meeting. If TAC lands on a Federal holiday, the TAC meeting

is moved to 10:00 AM on the day of Policy Board. Special meetings may be called, or regular meetings may be cancelled or rescheduled at the discretion of the Chair or Executive Director. The tables below provide proposed meeting dates for years 2027-2028.

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

2028

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

PREVIOUS ACCOMPLISHMENTS (2025-2026)

Accomplishments of the Bismarck-Mandan MPO in the previous 12-month period (July 2025 to June 2026) include the following:

- Received approval/adoption of the 2025 Safety Policy Study Final Report, Leadership Commitment and Goal Setting Statement (Vision Zero Statement) and the Safety Countermeasures Tool Kit to prepare jurisdictional partners to apply for Safe Streets and Roads for All grant funding.
- Purchased traffic count data through ATAC for 15 additional Bismarck locations for the calibration of the Travel Demand Model (base year 2025).
- An amendment to the 2025 UPWP was prepared in July 2025 for additional funds to be allocated to the Fringe Area Road Master Plan (FARMP) due to revision and complexity of scope. The RFP for the FARMP and the recommended consultant selection was approved, and the study kick-off and initial round of public engagement all occurred before the end of 2025. This study will conclude in 2026.
- The Monitoring Report Update was completed in 2025, and the final report was approved.

- An addendum to the ATAC Master Agreement was negotiated and approved, providing a contract for additional modeling scenarios needed for the Fringe Area Roads Master Plan. The additional model runs were received by the MPO and FARMP consultant in early 2026 and incorporated into the FARMP study.
- The 2025 ITS Regional Architecture update final report was approved in December.
- The Mandan Signalized Intersection Traffic Data Collection Pilot Project effort was begun by ATAC in January and will conclude by June 2027.
- Completed an internal audit and annual update to the Title VI & Non-Discrimination/ADA Plan. The updates from the audit will be presented in July 2026.
- Processed 8 amendments and 23 administrative modifications to the 2025-2028 Transportation Improvement Program. Additionally, 4 administrative modifications and 3 amendments to the 2026-2029 TIP were processed, along with the associated public comment/public hearings.
- Performed 1 Administrative Modification and 2 Amendments to the 2026-2027 UPWP.
- 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, serving on the City of Bismarck Transportation Steering Committee to address the sales tax initiative disbursements process, facilitating the Public Transportation Working Group meetings, and other general administrative tasks.
- Developed the RFP for the Transit Development Plan and presented to MPO boards for approval in October. TAC recommended approval but Policy Board requested the RFP be revised to address concerns with service changes due to the sales tax initiative and delayed at least 3 months. The revised RFP was brought back in February and approved with project kick-off beginning in June.

ANTICIPATED ACCOMPLISHMENTS THROUGH DECEMBER 2026

Work identified in the 2026-2027 UPWP which is expected to be completed by December 31, 2026:

- Fringe Area Road Master Plan update will be complete, and the final report will be delivered by December 2026.
- 66% of the Mandan Signalized Intersection Traffic Data Collection Pilot Project, an 18-month project, is expected to be complete by December 2026 with the remainder of the project and cost occurring in 2027.
- Transit Development Plan was delayed at the will of the Policy Board and the 2026-2027 UPWP amended to reflect that delay. It is expected 30% of this study and budget will be realized in 2026.
- Parking Constrained Area Study, renamed the Curbside Management Study, was revised to reflect only one paying partner, a slightly shortened study schedule and reduced budget, and a revised scope. The 2026-2027 UPWP was amended to reflect these changes, and the RFP was approved in May. The study is expected to begin in August, completing nearly 45% of the project in 2026.
- Passenger Rail Station Siting Study will begin in July 2026 with 50% of the project complete and 50% of the total cost of the study realized in 2026
- An RFP solicitation for Traffic Data Collection Analysis of the raw traffic count data collected in 2025 will take place. Some additional locations may also require collection as some counts were not obtained or there have been significant traffic changes at these locations that would be relevant to the model update. This analysis and any potential collection will be completed in late 2026 or early 2027 to prepare for the 2027 Travel Demand Model update.
- Socio Economic Data will be purchased in 2026 and refined by MPO staff for use in the 2027 Travel Demand Model update.
- Origin Destination data procurement will be negotiated in Quarter 4 of 2026.
- The RFP for the combined TDMSE/2030-2055 Metropolitan Transportation Plan will be developed in Quarter 4 of 2026

PLANNED WORK ACTIVITIES 2027 – 2028**January 1, 2027 – December 31, 2027**

- Traffic Data Collection Analysis will be finalized in Quarter 1 for use in the update to the Travel Demand Model throughout 2027
- Transit Development Plan will be approved before the year end of 2027.
- Mandan Signalized Intersection Traffic Data Collection Pilot Project will continue through its conclusion in June with the remaining 34% of the study and budget realized in 2027.
- Parking Constrained Areas Study (renamed Curbside Management Study) will be completed in 2027, expending the remaining ~50% budget
- Passenger Rail Station Siting Study will be finalized mid-year of 2027.
- The MPO will assist with and participate in the 2027 Triennial Review conducted on behalf of FTA
- Procurement of Origin Destination data will be finalized Quarter 1 for use in the update to the Travel Demand Model throughout 2027.
- 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 for a December 2029 adoption.
- The Morton County Future Land Use Plan update will begin mid-year, with 45%-50% of the schedule and budget realized in 2027.
- Study Associated Modeling will be performed for the Morton County Future Land Use Plan update as a separate and stand-alone contract through ATAC.
- The MPO's Traffic Analysis Zones (TAZs) will be updated using the SE data procured in 2026 to prepare and aid the Travel Demand Model update.
- RFP development for an aerial photography/LiDAR collection will take place in the 4th Quarter.
- A new ATAC Master Agreement will be negotiated as the current agreement expires December 31, 2027.

January 1, 2028 – December 31, 2028

- The Morton County Future Land Use Plan update will conclude mid-year, with the remainder of the schedule and budget realized, resulting in a final report and map for approval.
- The TDMSE/2030-2055 MTP effort that began in-2027 will continue throughout the year, with the remainder of the effort occurring in 2029 for a December 2029 adoption.
- A new ATAC Master Agreement will take effect beginning January 1 for the provision of the BMMPO's travel demand model maintenance.
- Aerial Imagery and LiDAR collection will be accomplished as a combined effort before the end of Quarter 2.

UPWP OVERVIEW

The 2027-2028 UPWP is formatted into three primary Program or Task areas: Administration (100), Professional Services/ Vendors/ Consultants (200), Capital, Operational and Travel Expenses (300). Funds budgeted for these three program areas comprise the MPO's total operating and services-based budget.

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 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 100 and Task 300, as well as Bismarck's participating portion of Task 200. 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 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) predominantly provided through Federal Highway Administration and Federal Transit Administration, and, to a lesser degree, Complete Streets (CS) funds. 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.

Bismarck-Mandan MPO Revenue

Funding Source	2027 Amount*	Percentage	2028 Amount**	Percentage
Federal Funds	\$836,926.35	80%	\$728,753.44	80%
ND PL	520,934.18	62.24%	531,352.86	72.92%
ND CS	15,968.12	01.90%	16,287.48	2.23%
ND FTA 5303	177,561.87	21.22%	181,113.10	24.85%
2024 ND FTA 5304	36,288.17	4.34%	----	
2025 Redistribution	86,174.00	10.30%	----	
Local Match	\$209,231.58	20%	\$182,188.36	20%
City of Bismarck	139,732	66.78%	132,540	72.75%
City of Lincoln	1,342	.64%	2,187	1.20%
City of Mandan	20,140	9.63%	17,494	9.60%
Burleigh County	8,055	3.85%	13,121	7.20%
Morton County	16,683	7.97%	16,847	9.25%
Bis-Man Transit	23,280	11.13%	----	----

*2027 based on NDDOT funding estimates 4/14/26

2028 based on estimates of a 2% increase in federal funding over **estimated 2027 base CPG of \$714,464—these amounts are subject to change

Safe and Accessible Transportation Options

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, and continues all funding features that applied to Metropolitan Planning (PL) funding under the FAST Act. While the BIL expires on September 30, 2026, 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 the start of fiscal year 2027.

The MPO will 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 as indicated in the Task 200 Projects tables for 2027 and 2028. 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.

2027 Complete Streets Funding for Safe and Accessible Transportation Options Activities

(based on 4/14/2026 estimates)

Federal: \$15,968.12
Local: \$3,992.03
Total: \$19,960.15

2028 Complete Streets Funding for Safe and Accessible Transportation Options Activities

(estimate - subject to change)

Federal: \$16,287.48
Local: \$4,071.87
Total: \$20,359.35

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 202 and 2028. 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(f) ***Revisions Requiring Prior Approval***.

For non-construction Federal awards, recipients must request prior written approval from the Federal agency or pass-through entity for the following program and 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 key personnel 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) Subaward activities not proposed in the application and approved in the Federal award. This requirement does not apply to procurement transactions for goods and services.
- (7) Changes in the total approved cost-sharing amount.
- (8) The need arises for additional Federal funds to complete the project.

As allowed by 2 CFR 200.308(i)(2), FHWA and FTA may establish a cost threshold for UPWP amendments. 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.

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

Arrive 2050, the current Metropolitan Transportation Plan for the Bismarck-Mandan MPO, was adopted on December 17, 2024. It provides goals and priorities to guide transportation investments in the region through the year 2050 and 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

The Program Areas (Tasks) identified in the UPWP support and inform the goals and priorities of the *Arrive 2050* MTP. The following table indicates the specific goals addressed through each activity included in the 200 Program Area of the 2027-2028 UPWP.

MTP Goals addressed by Program Area 200 activities planned for years 2027-2028

	1	2	3	4	5	6	7
Mandan Signalized Intersection Analysis	x		x	x			
Transit Development Plan	x		x		x		
Curbside Management Study	x		x		x		
Passenger Rail Station Siting Study	x		x	x	x	x	x
Origin-Destination Data Procurement	x		x	x	x		
Travel Demand Model Update	x	x	x	x	x	x	x
Morton County Future Land Use Plan	x		x	x	x	x	x
Study Associated Modeling by ATAC for MCFLUP	x		x	x	x	x	x
Aerial Imagery/LiDAR Collection	x	x				x	x
TDMSE/MTP Update	x	x	x	x	x	x	x
ATAC Master Agreement	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]
 - 'Clean-Up' Socio-Economic Data (Household and Employment Estimates) [Q3-Q4]
 - Update the Traffic Analysis Zone (TAZ) Structure [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]
 - Begin procurement of 2025 Origin-Destination data for Travel Demand Model calibration in 2027
- 2027
- Execute contract for the TDMSE/MTP [Q1-Q2]
 - Assess the need for additional data for the TDMSE [Q1]
 - Determine Forecast Methodology and Growth Scenarios [Q2]
 - Develop the baseline population and employment estimates and the 2055 projections [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 [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
- Draft 2030-2055 MTP Review & Comment Period [Q2-Q3]
 - Adoption of 2030-2055 MTP [Q4]

UPWP PROGRAM AREAS
(TASK CATEGORIES)

DRAFT

TASK 100: 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 communication 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, MPO jurisdictional partners, MPO boards committees, and subcommittees, 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 Planning Area units of government in a substantial manner.

Conduct studies and research pertaining to planning and development and 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 coordinate 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.
- Staff will prepare administrative modifications and amendments to the MTP, as necessary, for possible action by the MPO Boards, NDDOT, and FHWA and FTA.

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 administrative 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 administrative 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 collected as necessary 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.
- Staff will arrange and manage periodic aerial imagery and LiDAR collection projects as the need is identified.

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, including the MTP, TIP, UPWP, Public Participation Plan, and Title VI and Non-Discrimination Plan.
- 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 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 staff, subcommittee, and board 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 and its activities. [This activity may use Safe and Accessible Transportation Option set aside (i.e. Complete Streets funding).]
- 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 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.

Task 100 Final Products:

Final products of Task 100 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 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 is shown in the following table:

	2027-2030 TIP	2027-2028 UPWP	2028-2031 TIP	2028-2029 UPWP	TDMSE/ 2055 MTP (combined study)
RFP Process					Q4 2026
Contract Negotiations					Q1 2027
Contract Start Date					As soon as 3/1/2027
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					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-related items, deadlines will be cooperatively determined with Bis-Man Transit, City of Bismarck Administration and/or Finance Department, and the Federal Transit Administration.

TASK 200: 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 200 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) that are expected to conclude in 2026:

- Fringe Area Road Master Plan (FARMP) Update
- ATAC Study Associated Modeling for the FARMP
- Procurement of Socio-Economic Data
- ATAC Master Agreement Year Two Term

Project(s) started in 2026 that are expected to carry into 2027:

- Mandan Signalized Intersection Traffic Data Collection Pilot Project
- Transit Development Plan
- Curbside Management Study
- Passenger Rail Station Siting Study
- Traffic Data Collection Analysis

Proposed Work:

Projects that are expected to receive funding in 2027 and 2028 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 the Master Agreement.

2027 Task 200 Projects, Description and Schedule

Project	Description	Total Project Cost	2027 Budget Allocation (100%)	Targeted Start or Contract Date	Date Complete
ATAC - Master Agreement Annual Fee	Master Agreement Contract includes all ND MPOs. Established for a three-year period with an annual fee paid at the beginning of each calendar year. Agreement includes hosting and maintenance of the MPO's travel demand model; 2-3 partnership meetings each year; limited ad-hoc model runs, and technical support from ATAC staff. Year 3 of 3.	\$10,000	\$10,000	September 2024	12/31/2027
ATAC - Study Associated Modeling for MCFLUP & TAZ Update	Funding for modeling needs associated with the Morton County Future Land Use Plan and update to the Traffic Analysis Zones as may be identified in these separate efforts. These requests are beyond the allowances of the ATAC Annual Fee and are managed through addendums to the Master Agreement.	\$34,000	\$34,000	Varies by Need	12/31/2026 or otherwise defined by addendums

2027 Task 200 Projects, Description and Schedule (continued)

Project	Description	Total Project Cost	2027 Budget Allocation (100%)	Targeted Start or Contract Date	Date Complete
ATAC - Mandan Signalized Intersection Data Collection Pilot Project	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	\$13,000	January 2026	6/30/2027
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	06/01/2026	10/31/2027
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, 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
Curb Management 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

*These activities may contribute toward the 2.5% spending requirement for the Safe and Accessible Transportation Option set aside. Total spending will be ~\$15,968 as determined by study efforts and staff time dedicated to this task.

2027 Task 200 Projects, Description and Schedule (continued)

Project	Description	Total Project Cost	2027 Budget Allocation (100%)	Targeted Start or Contract Date	Date Complete
ATAC - Travel Demand Model Update	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 Projections 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. The MTP Identifies a fiscally constrained list of improvements to the target year of 2055 and provides goals and priorities for regional transportation improvements.	\$550,000	\$45,000	TDMSE March 2027 —— MTP April 2028	TDMSE April 2028 —— MTP December 2029
DATA PROCUREMENT					
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 and will inform the update of the Travel Demand Model in 2027. Expected to be primarily complete in 2026, some final deliverables may carry into early 2027.	\$102,000	\$140	July 2026	01/31/2027
OD Data Procurement	Purchase comprehensive Origin-Destination (OD) data for base year 2025 to be used in the update and calibration of the Travel Demand Model to inform the development of the 2030-2055 MTP.	\$35,000	\$35,000	02/01/2027	12/31/2027

*These activities may contribute toward the 2.5% spending requirement for the Safe and Accessible Transportation Option set aside. Total spending will be ~\$15,968 as determined by study efforts and staff time dedicated to this task.

2028 Task 200 Projects, Description and Schedule

Project	Description	Total Project Cost	2028 Budget Allocation (100%)	Targeted Start or Contract Date	Date Complete
ATAC – Master Agreement Annual Fee	Master Agreement Contract includes all ND MPOs. Established for a three-year period with an annual fee paid at the beginning of each calendar year. Agreement includes hosting and maintenance of the MPO's travel demand model; 2-3 partnership meetings each year; limited ad-hoc model runs, and technical support from ATAC staff. Year 1 of 3.	\$10,000	\$10,000	January 2028	12/31/2028
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	\$73,300	June 2027	June 2028
Travel Demand Model and Socio-Economic Projections and 2030-2055 Metropolitan Transportation Plan (combined)*	Standard update of the Travel Demand Model and Socio-Economic Projections 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. The MTP Identifies a fiscally constrained list of improvements to the target year of 2055 and provides goals and priorities for regional transportation improvements.	\$550,000	\$252,000	TDMSE March 2027 — MTP April 2028	TDMSE April 2028 — MTP December 2029
Aerial Imagery / LiDAR Collection	Combined collection of orthophotography (aerial imagery capture) and LiDAR (contours and elevation) for entire area within MPO boundary for use in conjunction with local jurisdictions for GIS and mapping needs.	\$169,360	\$169,360	February 2028	December 2028

*These activities may contribute toward the 2.5% spending requirement for the Safe and Accessible Transportation Option set aside. Total spending will be ~\$16,287 as determined by study efforts and staff time dedicated to this task.

Task 200 Final Products:

Funding for Task 200 is exclusive to contractual obligations, and final products for Task 200 are determined by each project's contract. Final products will be a final report and/or digital files and presentation on the following:

- Mandan Signalized Intersection Traffic Data Collection Pilot Project (2027)
- Passenger Rail Station Siting Study (2027)
- Curb Management Study (2027)
- Transit Development Plan (2027)
- Aerial Imagery/LiDAR Collection (2028)
- 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 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: "2027 Task 200 Projects, Description and Schedule" for start and completion dates of each project identified for funding in 2027, and the table titled "2028 Task 200 Projects, Description and Schedule" for start and completion dates of each project identified for funding in 2028.

TASK 300: 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 each year. Such opportunities may include, but are not limited to, the Transportation Research Board (TRB) Annual Conference, American Planning Association National Conference, Western Planner Conference, TRB Tools of the Trade Annual Meeting, Association of Metropolitan Planning Organization (AMPO) Annual Conference and other training symposiums, and Big Sky Passenger Rail Authority (BSPRA) Annual Conference and other passenger rail-related training opportunities, conferences, and summits. 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.

The MPO is housed within the host agency and as a result 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. Other select operational costs are expensed to the MPO directly by an outside agency. These expenses may include membership dues or subscriptions, drug testing, and/or position testing for new employees.

The MPO's membership to Big Sky Passenger Rail's Government Partner Program (GPP) is not only for the MPO, but also for all 5 of its member jurisdictions. The GPP is designed to promote and assist with coordinated planning efforts related to the restoration of passenger rail service in the MPO region, and each of the participating jurisdictions bear their proportional cost of the annual membership.

Select operating expenses 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 includes 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 300 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 2027 and 2028 UPWP Budget Table for a breakdown of expenses assigned to these four categories for both 2027 and 2028.

Final Products:

Products of Task 300 include maintaining a worksite for MPO staff, ensuring the operations of the office, the purchase of capital items, office supplies, office subscriptions and 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 and in compliance with 2 CRF 200 Uniform Guidance.

APPENDIX

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

UPDATE THIS FORM

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 accommodation 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.

Bismarck-Mandan MPO is committed to providing and maintaining access to its activities and programs through website interaction. Web Content Accessibility Guidelines (WCAG), which provides a wide range of recommendations for making all web content and mobile apps more accessible, have been established and enforced by the Department of Justice under ADA Title II. The deadline to achieve WCAG 2.1 Level AA standards for MPOs serving over 50,000, such as the Bismarck-Mandan MPO, is April 26, 2027. A process is in place and being further refined to perform accessibility checks on all new documents, including plans, programs, and published reports prior to web publication by the MPO to achieve new content compliance with WCAG by the 2027 deadline. Additionally, the host agency for the MPO's website has procured a document remediation application to make transportation documents and PDFs accessible for existing MPO documents that may not be compliant with WCAG.

UPWP Budget Worksheet (Year 1)

2027 UPWP Budget	Total Budget	Federal Share	Local Share	Bismarck	Mandan	Burleigh	Morton	Lincoln	Other	Total	Notes	CS Funds Eligible
	1,046,158	836,926	209,232	139,732	20,140	8,055	16,683	1,343	23,280	1,046,158		
AMENDMENT SUMMARY: Net Change												
	100%	80%	20%	20%	No Share Provided					100%		
TASK 100: ADMINISTRATION	417,748	334,198	83,550	83,550						417,748		
Staff Wages and Benefits	417,748	334,198	83,550	83,550						417,748		Yes
AMENDMENTS:												
		-	-	-						-		
		-	-	-						-		
	100%	80%	20%	12.0%	4.0%	3.0%	0.5%	0.5%	Variable	100%		
TASK 200: PROFESSIONAL SERVICES/ VENDORS/ CONSULTANTS	579,740	463,792	115,948	46,928	19,900	7,875	16,653	1,313	23,280	579,740	Notes: Local Share	
ATAC Annual Master Agreement Fee	10,000	8,000	2,000	1,200	400	300	50	50	-	10,000		
ATAC Addendum - Morton Co FLUP Study Associated Modeling	34,000	27,200	6,800	-	6,800	-	-	-	-	34,000		
ATAC Addendum-Mandan Signalized Intersection Data Collection	13,000	10,400	2,600	-	2,600	-	-	-	-	13,000		
ATAC Addendum - Travel Demand Model Update	60,000	48,000	12,000	7,200	2,400	1,800	300	300	-	60,000		
Curb Management Study	77,000	61,600	15,400	15,400	-	-	-	-	-	77,000		Yes
Transit Development Plan	116,400	93,120	23,280						23,280	116,400		Yes
Passenger Rail Station Study	112,500	90,000	22,500	13,500	4,500	3,375	563	563	-	112,500		Yes
Morton County Future Land Use Plan/Map Update	76,700	61,360	15,340				15,340		-	76,700		Yes
TDMSE/MTP 2055 Update	45,000	36,000	9,000	5,400	1,800	1,350	225	225	-	45,000		Yes
Traffic Data Analysis	140	112	28	28						140		
Origin Destination Data Purchase	35,000	28,000	7,000	4,200	1,400	1,050	175	175	-	35,000		
		-	-	-	-	-	-	-	-	-		
		-	-	-	-	-	-	-	-	-		
		-	-	-	-	-	-	-	-	-		
		-	-	-	-	-	-	-	-	-		
	100%	80%	20%	20%	Share for Government Partners Membership					100%		
TASK 300: CAPITAL, OPERATIONAL AND TRAVEL EXPENSES	48,670	38,936	9,734	9,734	240	180	30	30	-	48,670		
Rental Space	16,800	13,440	3,360	3,360						16,800		
Lodging and Associated Travel Expenses	7,075	5,660	1,415	1,415						7,075		
Office Operations	23,145	18,516	4,629	4,149	240	180	30	30		23,145		
Office Supplies and Subscriptions	1,650	1,320	330	330						1,650		
AMENDMENTS:												
		-	-	-	-	-	-	-	-	-		
		-	-	-	-	-	-	-	-	-		
		-	-	-	-	-	-	-	-	-		

UPWP Budget Worksheet (Year 2)

2028 UPWP Budget	Total Budget	Federal Share	Local Share	Bismarck	Mandan	Burleigh	Morton	Lincoln	Other	Total	Notes	CS Funds Eligible
	910,942	728,753	182,188	132,540	17,494	13,121	16,847	2,187	-	910,942		
AMENDMENT SUMMARY: Net Change												
	100%	80%	20%	20%	No Share Provided					100%		
TASK 100: ADMINISTRATION	360,882	288,705	72,176	72,176						360,882		
Staff Wages and Benefits	360,882	288,705	72,176	72,176						360,882		Yes
AMENDMENTS:												
		-	-	-						-		
		-	-	-						-		
	100%	80%	20%	12.0%	4.0%	3.0%	0.5%	0.5%	Variable	100%		
TASK 200: PROFESSIONAL SERVICES/ VENDORS/ CONSULTANTS	504,660	403,728	100,932	51,763	17,254	12,941	16,817	2,157	-	504,660	Notes: Local Share	
ATAC Annual Master Agreement Fee	10,000	8,000	2,000	1,200	400	300	50	50	-	10,000		
Morton County Future Land Use Plan/Map Update	73,300	58,640	14,660	-	-	-	14,660	-	-	73,300		Yes
TDMSE/MTP 2055 Update	252,000	201,600	50,400	30,240	10,080	7,560	1,260	1,260	-	252,000		Yes
Aerial Photography/LIDAR Project	169,360	135,488	33,872	20,323	6,774	5,081	847	847	-	169,360		
AMENDMENTS:												
		-	-	-	-	-	-	-	-	-		
		-	-	-	-	-	-	-	-	-		
		-	-	-	-	-	-	-	-	-		
	100%	80%	20%	20%	Share for Government Partners Membership					100%		
TASK 300: CAPITAL, OPERATIONAL AND TRAVEL EXPENSES	45,400	36,320	9,080	8,600	240	180	30	30	-	45,400		
Rental Space	16,800	13,440	3,360	3,360						16,800		
Lodging and Associated Travel Expenses	4,000	3,200	800	800						4,000		
Office Operations	23,100	18,480	4,620	4,140	240	180	30	30		23,100		
Office Supplies and Subscriptions	1,500	1,200	300	300						1,500		
AMENDMENTS:												
		-	-	-	-	-	-	-	-	-		
		-	-	-	-	-	-	-	-	-		
		-	-	-	-	-	-	-	-	-		

Resolution of Support

For Bis-Man Transit's Public Transportation Agency Safety Plan

Whereas, the Federal Transit Administration established the Public Transportation Agency Safety Plan (PTASP) rule (49 CFR Part 673) requiring Transit Operators to develop a PTASP plan; and

Whereas, the PTASP outlines strategies to minimize unsafe situations that may be experienced by users and operators of public transportation and outlines a Transit Operator's safety performance measures and targets; and

Whereas, the Bis-Man Transit Board in May 2026 adopted a Safety Plan and targets to serve as their PTASP for 2026-2027; and

Whereas, the Bismarck-Mandan Metropolitan Planning Organization endorses and supports the Safety Performance Targets outlined in Bis-Man Transit's adopted PTASP.

Now, therefore, be it resolved, that the Bismarck-Mandan Metropolitan Planning Organization supports Bis-Man Transit's PTASP and will program investments which contribute toward the accomplishment of the following performance targets:

[Transit] Safety Performance Measures							
1. Fatalities - total number and rate per total VRM							
2. Injuries -Total number and rate per total Vehicle Revenue Miles (VRM)							
3. Safety Events - Total number and rate per total VRM							
4. System Reliability- Mean distance between major mechanical failures							
<i>Targets for transit agencies should be based on a review of the previous 5 years safety performance data.</i>							
[Transit] Safety Performance Targets:							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/ failures)
Fixed Route Bus	0	0	3 or less	0.9	4 or less	1	6,000
ADA/ Paratransit	0	0	3 or less	0.7	4 or less	1	30,000

CERTIFICATE

The undersigned, duly elected chairperson of the Bismarck-Mandan Metropolitan Planning Organization Policy Board, certifies that the forgoing is true and correct copy of a Resolution, adopted at a legally convened meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board held on June 16, 2026.

Chair, Bismarck-Mandan MPO Policy Board

Date

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NORTH Dakota | Transportation

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FY2027 - Section 5339 Bus & Bus Facilities Program MID-YEAR Application

Agency Name	Bis-Man Transit Board	
Agency Contact	Deidre Hughes	
Unique Entity ID #	83-441-0987	Sam.gov expiration date: July 29, 2026

Section 5339 – The Federal Transit Administration (FTA) Section 5339 (Bus & Bus Facilities Program) is a capital-only program and funds are limited to capital projects to replace, rehabilitate, and purchase buses and bus-related equipment, and to construct or rehab bus-related facilities.

The entire Section 5339 – Bus and Bus Facilities Grants is further explained in <https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-10/C9040.1H-Circular-11-01-2024.pdf>

- All applications are due **June 30, 2026, 5:00pm CDT**. Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
- The NDDOT Transit Staff are available to provide guidance and answer any questions on the application process. E-mail: bhanson@nd.gov, sming@nd.gov, jamsayler@nd.gov or ryasonetti@nd.gov.

GENERAL INFORMATION

1. Provide a detailed description of the transportation services your agency currently provides and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total active and spare vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

Bis-Man Transit currently provides fixed route service for the cities of Bismarck and Mandan, and complementary paratransit services, with demand response available for senior and disabled passengers, including those in the City of Lincoln. Bis-Man Transit continues transitioning current demand response riders to our fixed route service and gaining new fixed route ridership through continued outreach and community partnership efforts. The most recent route redesign went into effect on February 1, 2021. It is anticipated that the current routes will be reviewed in the Transit Development plan set to kick off in the summer of 2026.

Effective April 1, 2026, fixed route service is provided on six routes from 6:00 a.m. - 10:00 p.m. Monday through Friday and 7:00 a.m. to 10:00 p.m. on Saturday. All 10 vehicles in the fixed-route fleet are ADA accessible and serve Bismarck and Mandan. Regular fares are \$1.50 for a one-way trip, \$6.00 for a 1-day pass, and \$36 for a 30-day pass. Fares for those certified to use our demand response services or those over 65 are free. Reduced fares for students K-College, Veterans, and those on Medicare are \$.75 for a one-way trip, \$3.00 for a 1-day pass, and \$24.00 for a 30-day pass.

In 2025, 138,073 unlinked passenger trips were provided on fixed routes, an increase of 16,535 trips from the previous calendar year.

Paratransit/demand response service is provided to individuals with disabilities and to seniors age 70 and older, with a fleet of 19 cutaway buses and three accessible vans. The service area covers the city limits of Bismarck and Mandan, the City of Lincoln, and within ¾ mile of any fixed route. A one-way fare is \$3.00. Services are provided from 5:30 am – 12:00 am, Monday through Saturday, and 7:30 am - 6:00 pm on Sunday. In 2025, 92,760 unlinked passenger trips were provided on paratransit, a slight increase from the previous calendar year. As of April 1, 2026, the general public can use demand response services on Sundays, subject to the same scheduling regulations.

Services are provided in both Burleigh and Morton counties.

2. Provide a detailed explanation of each project and how and why this request is important to your agency and how it will improve or provide for future service to citizens in the communities/counties you provide service.

Adhering to our fleet replacement schedule is necessary to limit the time buses are out of service due to major breakdowns. Operating buses past their useful life often increases spending and bus downtime.

With the recent service and potential for upcoming service increase, Bis-Man Transit is seeking one replacement ADA van that has exceeded useful life and one additional bus to accommodate the growing service.

3. What percentage of change in ridership has your agency experienced since the last application? Provide a brief explanation of the reason for the change in ridership.

☒ Increase

☐ Decrease

Description of change: Bis-Man Transit experienced a 12% increase in fixed-route ridership from 2024 to 2025 and a 3% increase in paratransit ridership during the same period.

4. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into the application documents.

Page 26 of the latest transit development plan details Bis-Man Transit's fleet replacement schedule.

Section 5339 Application Checklist and Signature Page

Applicants must submit the following (check when complete):

x	Completed 5339 Application;
x	Upload your completed Project Request Form(s);
x	Upload document(s) showing sources and amounts of local match funds – Signed letters from source(s) of local match showing sources and amounts, FY2026 State Aid Contract or award letter, mill levy, city funds, etc.;
x	Update vehicle/facility/equipment information, mileage, condition, maintenance, etc. in BlackCat Inventory;
	Complete and include the FTA Categorical Exclusion Worksheet (if applicable);
	Complete and include the NDDOT ITS Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);

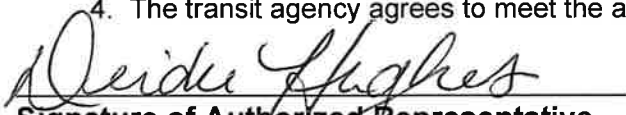
I hereby certify that as a person authorized to sign as:

Bis-Man Transit Board

Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and
2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and
3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and
4. The transit agency agrees to meet the applicable federal and state requirements.


Signature of Authorized Representative

May 28, 2026
Date

Section 5339 - VEHICLE PROJECT REQUESTS

NOTE: This request MUST first be created as a project in Black Cat. Each vehicle must be created as a separate project.

There is space provided below to request a replacement or expansion vehicle. If applying for more than one vehicle, please attach additional sheets and create a separate project for each vehicle in Black Cat.

1. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number: 300

Year: 2027

Make/Model: Ford E-450

Seating Capacity: 14+4 wheelchair positions

Lift/Ramp: ☒ Yes ☐ No

Gas/Diesel/Other: Gas

Location of new vehicle: 3750 East Rosser Avenue, Bismarck, North Dakota

2. Describe in detail which programs and services the requested vehicle will be utilized in and how it will enhance or maintain your service.

The replacement bus will be used to continue operating our current paratransit/demand response service for the elderly and disabled communities.

3. What type of vehicle are you requesting?

Replacement Vehicle ☒ Yes ☐ No

Expansion Vehicle ☐ Yes ☒ No (if **Yes**, move to question 6)

4. If requesting a replacement vehicle, has the vehicle met FTA useful life standards in years or miles?

Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles

Years: ☒ Yes ☐ No

Miles: ☒ Yes ☐ No

5. Which vehicle in your fleet are you replacing? **1912**

a. Vehicle Information Number (VIN): 1FBVU4XM3KKA53538

b. Vehicle Year: 2019

c. Make/Model: Ford Transit

d. Current Mileage: 135,684

e. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor): Marginal

6. If requesting an expansion vehicle, be specific list the need for the additional vehicle, and the agency/community/county to be served (include: hours and days of service and estimated ridership).

7. Provide an estimated timeline for the purchase of this vehicle(s). **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid Number, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): State bid 300

RFP/IFB/Quotes Issue Date (Complete if NOT using the State Bid):

Contract Award Date (Complete if NOT using the State Bid):

Order Date: Anticipated Winter 2026

Vehicle Delivery Date: Fall 2027

8. Amount requested for vehicle (include the base price plus all options with this request):

Total Vehicle Cost (include federal and local amounts): \$179,760

Federal Funds Requested Amount: \$152,796

Local Match Amount: Local Mill Levy

9. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan **must** be uploaded into the application documents.

The fleet replacement schedule can be found on page 26 of the Transit Development Plan.

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid Contracts on the website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Expected Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - \$131,816 - \$152,237	12 – 24
ADA Transit Vehicle – Rear and Side Lift NDDOT Term Contract No. 301	Base price - \$82,694 – \$104,412	12 – 24
ADA Low Floor Mini Van NDDOT Term Contract No. 382	Base Price - \$74,487	6 – 9
Hometown View Bus NDDOT Term Contract No. 389	Base Price - \$156,850 - \$210,080	8 – 12
Hometown Trolley Villager NDDOT Term Contract No. 388	Base Price - \$170,956 - \$219,522	6 - 12
Trolley – Carriage and Villager NDDOT Term Contract No. 386	Base Price - \$125,000 - \$168,000	6 – 12

Section 5339 - VEHICLE PROJECT REQUESTS

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1. Description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

State Bid Number: 300

Year: 2027

Make/Model: Ford E-450

Seating Capacity: 14+4 wheelchair positions

Lift/Ramp: ☒ Yes ☐ No

Gas/Diesel/Other: Gas

Location of new vehicle: 3750 East Rosser Avenue, Bismarck, North Dakota

2. Describe in detail which programs and services the requested vehicle will be utilized in and how it will enhance or maintain your service.

The replacement bus will be used to continue operating our current paratransit/demand response service for the elderly and disabled communities.

3. What type of vehicle are you requesting?

Replacement Vehicle ☐ Yes ☒ No

Expansion Vehicle ☒ Yes ☐ No (if **Yes**, move to question 6)

4. If requesting a replacement vehicle, has the vehicle met FTA useful life standards in years or miles?

Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles

Years: ☐ Yes ☐ No

Miles: ☐ Yes ☐ No

5. Which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN):

b. Vehicle Year:

c. Make/Model:

d. Current Mileage:

e. Vehicle Condition Rating (Adequate, Excellent, Good, Marginal, Poor):

6. If requesting an expansion vehicle, be specific list the need for the additional vehicle, and the agency/community/county to be served (include: hours and days of service and estimated ridership).

Bis-Man Transit is seeking funding to purchase an additional cutaway bus to accommodate increased ridership resulting from recent service changes and a potential service increases from upcoming Transit Development Plan recommendations. As of April 1st, Bis-Man Transit has increased Sunday demand response by three and a half hours and opened the service up to the general public.

7. Provide an estimated timeline for the purchase of this vehicle(s). **See sample timeline below, add or remove lines as needed.**

Procurement Type (State Bid Number, Request For Proposal (RFP)/Invitation For Bid (IFB), Quotes): State bid 300

RFP/IFB/Quotes Issue Date (Complete if NOT using the State Bid):

Contract Award Date (Complete if NOT using the State Bid):

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Vehicle Delivery Date: Fall 2027

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**Metropolitan Transportation Planning Process
Self-Certification**

Updated June 2026

Bismarck-Mandan Metropolitan Planning Organization (BMMPO) Self Certification

23 United States Code (U.S.C.) 450.336 requires Metropolitan Planning Organizations to regularly certify that their planning process is being carried out in accordance with applicable requirements; also, that the planning process supports the development of a comprehensive Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP) that are consistent concerning the following applicable federal regulations:

23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this subpart, which reference the operations and functions of Metropolitan Planning Organizations

Evaluation of the BMMPO's processes, which generally considers the items identified in 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, is performed cooperatively by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the North Dakota Department of Transportation (NDDOT) through the Mid-Year Review process. The Mid-Year Review process, conducted on an annual basis, examines items pertaining to the operations and functions of the BMMPO including: Policies; Definitions; General Requirements; Metropolitan Planning Area Boundaries; MPO Consultation in MTP and TIP Coordination; Scope of Planning Process; Development of Transportation Plan; Metropolitan TIP; and Transportation Management Areas.

The last Mid-Year Review occurred in June 2025. FHWA and FTA conducted a quadrennial review of the MPO in October 2024. Additionally, FHWA and NDDOT completed a comprehensive Financial Review of the BMMPO in 2015 and the NDDOT subsequently conducted a financial audit in December 2016. And finally, NDDOT audits each submittal by the BMMPO for reimbursement from the Consolidated Planning Grant to ensure fiscal compliance. Through these reviews and audits, it has been determined the BMMPO's processes remain consistent with the aforementioned federal regulations.

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

The Clean Air Act, designed to control air pollution on a national level, is administered by the US Environmental Protection Agency (EPA), in coordination with state, local, and tribal governments. The EPA has authorized the North Dakota Department of Environmental Quality (NDDEQ) to administer the article under North Dakota Century Code for the state of North Dakota. It is the responsibility of the NDDEQ to protect human health, welfare, and property through the regulation of air quality standards and emission regulations set forth in the State Implementation Plan.

"Nonattainment and maintenance" areas are defined by the State Implementation Plan. These are areas which have been identified as having ambient air quality which have exceeded the levels allowed by the State of North

Dakota (NDCC 33-15-02) or by the National Ambient Air Quality Standards (NAAQS). The BMMPO Metropolitan Planning Area (MPA) is not identified as a “nonattainment and maintenance” area. Because it may also be considered an “attainment” area within the current State Implementation Plan, this section is not applicable to the BMMPO MPA.

Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

“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 BMMPO’s Title VI and Non-Discrimination/ADA Plan provides policies prohibiting discrimination on the basis of race, color, or national origin. The Title VI and Non-Discrimination/ADA Plan also includes a Limited English Proficiency Plan.

Additionally, the BMMPO also includes appropriate FTA Federal Clauses and “Title VI Assurances”, which contain language prohibiting discrimination of groups identified in the Civil Rights Act of 1964, within all of the Request for Proposals (RFPs) and contracts for all studies solicited by BMMPO.

49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity

The BMMPO is subject to the City of Bismarck’s policies related to prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age regarding employment and employment opportunities. The City of Bismarck does not discriminate on the basis of race, color, national origin, sex, religion, or disability in employment or the provision of services.

In addition, the BMMPO’s Title VI and Non-Discrimination/ADA Plan provides policies prohibiting discrimination on the basis of race, color, or national origin and also includes an updated Limited English Proficiency Plan.

Finally, the BMMPO includes appropriate FTA Federal Clauses and “Title VI Assurances”, which contain language prohibiting discrimination of groups identified in the Civil Rights Act of 1964, within all of the Request for Proposals (RFPs) and contracts for all studies solicited by the BMMPO.

Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises (DBE) in USDOT funded projects

The DBE program generally seeks to: ensure nondiscrimination in the award and administration of DOT assisted contracts in the Department’s highway, transit, and airport financial assistance programs; create a level playing field on

which DBEs can compete fairly for DOT-assisted contracts; ensure that the Department's DBE program is narrowly tailored in accordance with applicable law; ensure that only firms that fully meet this part's eligibility standards are permitted to participate as DBE's; help remove barriers to the participation of DBEs in DOT-assisted contracts; assist the development of firms that can compete successfully in the marketplace outside the DBE program; and provide appropriate flexibility to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

The expenses anticipated in the 2027-2030 Transportation Improvement Program (TIP) are transportation projects which NDDOT approves and participates in. These projects will conform to the North Dakota Department of Transportation DBE-Minority Business Enterprises (MBE) involvement process. The BMMPO must report on registered DBE consultants and sub-consultants who have applied for BMMPO projects through the Request for Proposal (RFP) process to the NDDOT through the Title VI and Non-Discrimination process. In addition, Disadvantaged Business Enterprise language is included in all BMMPO contracts which identifies the Department of Transportation Policy (related to DBEs) as well as the obligation of the contractor to make appropriate efforts to involve DBEs if the contractor is not a DBE.

23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts

The BMMPO is subject to the City of Bismarck's policies related to prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age regarding employment and employment opportunities. The City of Bismarck is an Equal Opportunity Employer and therefore does not discriminate on the basis of race, color, national origin, sex, religion, or disability in employment or the provision of services and complies with the provisions of the North Dakota Human Rights Act.

Additionally, the BMMPO includes Appendix A and Appendix E of the Title VI Assurances, which contain equal employment opportunity requirements, within each of the Request for Proposals (RFPs) and contracts for studies solicited by BMMPO.

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

"No otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". The parts further provide minimum guidelines and requirements for accessibility standards for transportation vehicles required to be accessible by the Americans With Disabilities Act (ADA) of 1990.

BMMPO is committed to ensuring all its programs, activities, and services are accessible to people with disabilities. BMMPO's Public Participation Plan identifies responsiveness activities to individuals with special needs. Specifically, the document states, *"All public notices will offer the provision of special accommodations or auxiliary aids for those needing such assistance. Upon request by individuals with special needs, the MPO will work with local resources to provide them with information in the format best suited for their request. Meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Additionally, options for remote (electronic) participation should be considered for all meetings and offered when practicable. Arrangements for assistance to people with any disability will be pursued."*

BMMPO holds all its public meetings, open houses, Technical Advisory Committee meetings, and Policy Board meetings in ADA-compliant facilities and in locations generally considered served by public transportation. Additionally, all public notices and meeting agendas contain contact information for individuals requesting reasonable accommodations to participate in any BMMPO meeting.

BMMPO does not own the building in which its offices are housed, but rather, rents the office space. The building is, however, ADA accessible, and provides parking and automatic doors for mobility impaired individuals, curb ramps, and an ADA accessible elevator to access BMMPO offices.

BMMPO's Title VI and Non-Discrimination/ADA Plan provides additional resources for the request of reasonable accommodations by individuals with special needs. BMMPO is subject to the City of Bismarck's ADA Transition Plan, and BMMPO's Title VI and Non-Discrimination/ADA Plan identifies the ADA Coordinator, who is the City of Bismarck Human Resources Director, and provides information by which they may be contacted. It also provides methods for individuals to request reasonable accommodations, auxiliary aids, or services to ensure communications with applicants, participants, and members of the public with disabilities are as effective as communications with others.

Furthermore, BMMPO's Title VI and Non-Discrimination/ADA Plan is subject to an annual internal audit to ensure all activities and programs administered by BMMPO comply with the requirements of the Americans With Disabilities Act (ADA) of 1990.

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

BMMPO is sensitive to the needs of elderly persons. BMMPO's Public Participation Plan identifies responsiveness activities to individuals with special needs. Specifically, the document states, *"All public notices will offer the provision of special accommodations or auxiliary aids for those needing such assistance. Upon request by individuals with special needs, the MPO will work*

with local resources to provide them with information in the format best suited for their request. Meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Additionally, options for remote (electronic) participation should be considered for all meetings and offered when practicable. Arrangements for assistance to people with any disability will be pursued."

Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

This section states that, "no person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title".

The section further states that, "this provision will be enforced through agency provisions and rules similar to those already established, with respect to racial and other discrimination, under Title VI of the Civil Rights Act of 1964".

It is the policy of BMMPO to ensure no individual is excluded from or be denied the benefits of any of its programs, activities, or services, based on gender.

BMMPO's Title VI and Non-Discrimination/ADA Plan identifies rules related to racial and other discrimination. Further, BMMPO includes Appendix A and Appendix E of the Title VI Assurances, which contain language prohibiting discrimination based on gender, within each of the Request for Proposals (RFPs) and contracts for all studies solicited by BMMPO.

Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities

This section states, in part, "No otherwise qualified individual with a disability in the United States...shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance ..."

BMMPO is committed to ensuring all its programs, activities, and services are accessible to people with disabilities. BMMPO's Public Participation Plan identifies responsiveness activities to individuals with special needs. Specifically, the document states, "*All public notices will offer the provision of special accommodations or auxiliary aids for those needing such assistance. Upon request by individuals with special needs, the MPO will work with local resources to provide them with information in the format best suited for their request. Meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Additionally, options for remote (electronic) participation should be considered for all meetings and offered when practicable. Arrangements for assistance to people with any disability will be pursued."*

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BMMPO's Title VI and Non-Discrimination/ADA Plan provides additional resources for the request of reasonable accommodations by individuals with special needs. BMMPO is subject to the City of Bismarck's ADA Transition Plan, and BMMPO's Title VI and Non-Discrimination/ADA Plan identifies the ADA Coordinator, who is the City of Bismarck Human Resources Director, and provides information by which they may be contacted. It also provides methods for individuals to request reasonable accommodations, auxiliary aids, or services to ensure communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. In addition, the complaint process includes revisions to ensure it is accessible by all individuals, and no individual will be discriminated against on the basis of disability.

Furthermore, BMMPO includes Appendix A and Appendix E of the Title VI Assurances, which contain language prohibiting discrimination of persons based on their disability, within each of the Request for Proposals (RFPs) and contracts for all studies solicited by BMMPO.

Finally, BMMPO's Title VI and Non-Discrimination/ADA Plan is subject to an annual internal audit to ensure all activities and programs administered by BMMPO comply with the requirements of Section 504 of the Rehabilitation Act of 1973.



Full documentation of Bismarck-Mandan Metropolitan Planning Organization's federal certification can be obtained by contacting Bismarck-Mandan Metropolitan Planning Organization at 701-355-1840, mpo@bismarcknd.gov, or by visiting in person at 221 N. 5th Street, Bismarck, ND 58506.

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 and 135, 49 U.S.C. 5303 and 5304, and this part;
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 1101(b) of the FAST Act (Pub. L. 114-357) 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

Title

Date

North Dakota Department of Transportation

Signature

Title

Date



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

June 16, 2026

Will Hutchings
 Local Government Division
 ND Department of Transportation
 608 East Boulevard Avenue
 Bismarck, ND 58505-0700

Re: Qualifications Based Selection Process for the Bismarck-Mandan MPO Passenger Rail Station Siting Study

The Designated Responsible Charge for the Passenger Rail Station Siting Study is Kim Riepl.

Items to be provided to the North Dakota Department of Transportation (NDDOT) by the Bismarck-Mandan Metropolitan Planning Organization (MPO) which serve as supporting documentation required by the NDDOT Consultant Administration Services Procedure manual include:

- a. Request for Proposal
- b. Selection Committee
- c. Shortlist evaluation and rankings for firms interviewed
- d. Interview location, date, time, and questions
- e. Selection committee interview answers and notes
- f. Ballots and ranking of selection
- g. Selection and ranking memorandum
- h. Approval of mayor or president of the LPA/MPO commission
- i. Copies of proposals received
- j. Copies of proposed Sub Consultant Request
- k. Other information, if applicable.

The Policy Board of the Bismarck-Mandan MPO hereby certifies the appropriate federal and state requirements were followed in developing the Request for Proposal, selection of consultant, and execution of contract for the Passenger Rail Station Siting Study. Said requirements are pursuant to the Qualifications Based Selection procedures, specifically as regards Local Public Agencies and Metropolitan Planning Organizations, as prescribed by the North Dakota Department of Transportation in the Consultant Administration Services Procedure Manual.

ATTEST:

Bismarck-Mandan Metropolitan Planning Organization

 Name (Print or Type)

 Name (Print or Type)

 Signature

 Signature

 Date

 Date

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MEMO TO: Ronald J. Henke, P.E.
Director

FROM: Will Hutchings, AICP

DATE: 06/05/2026

SUBJECT: 38251322A: Bismarck-Mandan MPO (BMMPO) 2026 Annual UPWP
Contract Amendment

This UPWP contract amendment is needed to reconcile the MPO UPWP funding budget with the amount of FTA's Apportionment of section 5303 funds.

This is a standard contract amendment; no one time changes were necessary.

If there are any questions, please contact me at (701)328-6421.

38/wrh

Contract Amendment Routing:

Stacey Hanson;

Derek Pfeifer;

Nicole Lagasse;

Kim Riepl BMMPO Executive Director (specify recipients);

MPO Policy Board Chair Person;

MPO Witness;

Will Hutchings;

Clint Morgenstern;

Chad Orn;

Pamela Thompson, NDDOT Witness

**North Dakota Department of Transportation
AMENDMENT TO CONTRACT NO. 38251322A
Project No. CPG-2026(060)**

THIS AMENDMENT to the above-referenced contract is entered into by and between the State of North Dakota, acting through its Director of Transportation, hereinafter known as NDDOT, whose address is 608 East Boulevard Avenue, Bismarck, North Dakota 58505-0700, and City of Bismarck (Bismarck-Mandan Metropolitan Planning Organization), hereinafter known as the Contractor, whose address is PO Box 5503, Bismarck, ND 58506.

WHEREAS, the parties entered into a contract on 12/3/2025; and

WHEREAS, 2026 ND FTA funding was higher than the estimated amount used to establish the original UPWP and contract; and

NOW THEREFORE, the Contractor and NDDOT agree that the "Total Amount of Federal Funds Obligated to the subrecipient" is now \$800,730.46; the "Total Federal Award" becomes = \$1,000,913.08 including local match; Section 3 "Compensation" will now be \$800,730.46.

All other terms and conditions of the above-referenced contract are incorporated herein by reference and remain in full force and effect.

EXECUTED the date last below signed.

WITNESS:

NAME (TYPE OR PRINT)

SIGNATURE

To be signed by **Owner; Partner; Corp. Pres., Vice Pres., or other authorized Corp. Officer.** (If signed by other authorized Corp. Officer, please attach copy of Power of Attorney or other documentation showing authority to sign.)

CONTRACTOR:

COMPANY NAME

OFFICER'S NAME (TYPE OR PRINT)

SIGNATURE

TITLE

DATE

WITNESS:

NAME (TYPE OR PRINT)

SIGNATURE

NORTH DAKOTA DEPARTMENT
OF TRANSPORTATION

DIRECTOR (TYPE OR PRINT)

SIGNATURE

DATE

APPROVED as to substance by:

DIVISION DIRECTOR (TYPE OR PRINT)

SIGNATURE

DATE

CLA 52494 (Div. 06)
L.D. Approved 5-19-00; 5-03

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**BOLTON
& MENK**

Real People. Real Solutions.

Fringe Area Roads Master Plan Update Monthly Progress Report #7

Submission Date:

June 8, 2026

Performance Period:

April 25 – May 22, 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 May 22, 2026. The total fee for work completed during this time period is \$26,502.27. A brief overview of the project progress is provided below.

Tasks complete to date:

Task	% Billed	% Complete
Task 1: Discovery, Outreach, and Engagement	90.5%	90%
Task 2: Assessing Technical Needs	100%	100%
Task 3: Balancing Needs with Community Priorities	73.8%	75%
Task 4: Final Deliverables	42.9%	40%
Total:	70.4%	70%

Summary of Activities Within Invoice Period:

Task 1: Discovery, Outreach, and Engagement

- Second round of public activities (May 20 and 21, 2026) to gather public feedback and perspective
- Met with project Steering Committee (May 19, 2026) for updates and feedback.

Task 2: Assessing Technical Needs

- Work is completed.

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.
- Further developed concepts on focus areas/hotspots, including exploration of alternative alignments and intersection/interchange locations. These are intended to allow multiple approaches to addressing major transportation challenges when either capital projects are advanced, when development proposal may change the available options for transportation system connections, or both.

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:

- None in this reporting period.

Summary of Project Decisions:

- Another meeting with the Steering Committee occurred on May 19 and this set supportive feedback for project next steps.
- BMMPO advised that outreach efforts can be considered complete, though summaries of these efforts will inform project deliverables.

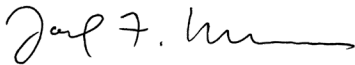
Out of Scope Services:

- 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

June 2026 Updates for MPO Technical Advisory Committee and Policy Board

Overview

The study team is moving toward completion with development of a draft report. We have now engaged members of the Bismarck-Mandan community for two rounds of interactive open houses, along with a broad group of regional stakeholders, and this feedback and perspective is being brought together with technical findings to develop plan recommendations.

MAJOR REGIONAL CORRIDORS

The FARMP planning team has refined its definition of a major regional corridors network. Presently, these include three primary corridor types:

- **Cross-regional corridors:** these serve a major mobility function, even if they are not forecast to carry heavy traffic volumes, and connect different parts of the Bismarck-Mandan region. Primary concerns in review of development along these corridors would be access and intersection spacing, preserving adequate design for roadway safety (especially at higher operating speeds), and preserving adequate right-of-way for needed future expansions.

The FARMP will not refer to any NDDOT routes under this system, deferring to NDDOT review and permitting of access, intersection spacing, and right-of-way preservation. However, FARMP routes will continue to intersect NDDOT corridors and key links in the Major Regional Corridors network are envisioned to overlap with or connect to NDDOT routes in some locations (a notable example is 71st Avenue NE and a connection to 57th Avenue NW).

- **Major crossing links:** these may be shorter or less connected across the entire region, but these corridors provide critical links across major barriers (especially rivers, railroads, and freeways). The main reason for this designation as a separate one is because these corridors are simply connecting over a barrier and do not provide long-distance connections across a larger area. There may be more flexibility with parameters like right-of-way and capacity, and they are designated in the MRC mostly to make sure development doesn't make the links impossible to achieve.
- **Destination links:** these corridors provide connection to important destinations, such as the City of Lincoln's planned center and new potential development west of Mandan, and may need a more urban design approach than the cross-regional corridors. Primary concerns will be for managed access that is more conducive to smaller-lot development patterns and a mix of land uses, designs more appropriate to town center and multi-use destination areas with slower traffic and multimodal travel, and right-of-way adequate for functional needs but mindful of development potential.

REGIONAL FOCUS AREAS

The study has also included an emphasis on transportation system hotspots that represented unique challenges to implementing the FARMP and continuing to provide a connected transportation network. We have proposed using the term 'focus areas' in our report and presentation language to shift emphasis away from the problems or challenges of these areas, and to underscore that the FARMP does suggest specific roadway alignments and right-of-way needs. Further development of these intersection concepts has continued over the last month, with the project Steering Committee members expected to review these prior to completion of a final FARMP report draft.

- **Sunset Valley Connections:** In this hotspot area, the FARMP has previously envisioned a connection between the 37th Street and 38th Street corridors, each an east-west aligned section line road. The hotspot analysis has identified potential alignments that manage the complicated terrain of this area.
- **West Mandan Interchange:** In the previous version of the FARMP, the 56th Avenue corridor was realigned east to allow a new I-94 interchange that would not have impacts on existing residential and industrial land uses. However, more recent development approvals have brought non-agricultural land uses to the area around this realigned road and interchange as well. This suggests that alternative alignments to the west might also be considered. This would be closer to the existing interchange at ND State Route 25 than the currently-envisioned two-mile spacing, but would allow the interchange to be further from a curve on I-94 and have adequate space for a simpler, lower-cost design.
- **West Central Mandan connections:** In the area adjacent to the former Mandan High School campus, connections to the 6th Avenue NW corridor would allow more balanced distribution of traffic to Mandan's downtown, I-94 access points, and other key destinations. Although these connections face steep terrain immediately west of the former high-school site, some limited connections may be achieved, though they are not expected to serve high volumes of traffic. The FARMP will not make a determination of cost-benefit thresholds, but will note general cost estimates and other major tradeoffs in making these connections.
- **McKenzie Drive Extension:** This hotspot area is related directly to a potential new bridge over the Heart River and subsequent changes in traffic volume and street operations that would result with development west of the Heart River now being connected directly to the McKenzie Drive corridor. Overall traffic forecasts do not suggest a need for additional capacity west of 46th Avenue Southeast, and the road may require capacity enhancements east of 46th Avenue Southeast to connect to the Bismarck Expressway interchange.
- **57th Avenue Extension:** This hotspot is based on connecting the 57th Avenue corridor, the planned corridor for a potential new northern bridge over the Missouri River, across both sides of the bluffs defining the eastern edge of the Missouri River floodplain (and along which today's River Road connects). The FARMP will identify five different alternative alignments, each of which is based on different tradeoffs of land development potential, design and construction cost, and system operations such as travel time and speed.
- **East Bismarck Interchange:** Ongoing stakeholder consensus for the concept of an eastern I-94 interchange continues to favor a 66th Street location over other locations (such as 80th Street), but NDDOT's recent enhancements to the 80th Street overpass, intended to allow this to be upgraded to a full interchange, suggest that this is still a candidate. The discussion of this hotspot will identify tradeoffs between these two locations.

Where the MPO is expected to have additional decision-making roles

The following are taking shape as the plan evolves in its format. As stated in previous updates, the roles and level of engagement with the MPO's governance and advisory committees may evolve, and the following are contemplated as recommendations of the plan.

- **The TAC would be more directly involved in reviewing any changes to FARMF connections or alignments when subdivision applications are proposed.** This is not expected to be applied to single-site developments, and is only expected when developments change a recommended FARMF alignment.
- **New street connections will not be assumed to be functionally classified,** though the TAC may note that future re-classifications may be applied to a road based on its overall regional character. This would allow the TAC to suggest changes to a proposed road design or right-of-way reservation based on this understood future potential for making changes.
- **The TAC will make recommendations to the Policy Board for approval or disapproval of proposed FARMF changes,** although the Policy Board is not proposed to have authority to supersede local government authority to approve developments. The Policy Board may note that changes to the FARMF counter to its recommendations may mean a corridor will be less competitive and therefore receive a lower priority for distribution of federal funding through the MPO's Metropolitan Transportation Plan and Transportation Improvement Program.

Forthcoming Approval and Adoption of the Plan

The study team will be working with MPO staff and the project steering committee to review an initial draft of the FARMF update. We expect this to be shared for a general public comment period beginning in late June or early July, with a final draft of the plan shared with the Steering Committee in late July.

This timing would have **approval and adoption meetings** for the FARMF occurring most likely **beginning in August 2026**, with presentation of the plan to each of the MPO's member jurisdictions and to the MPO's TAC and Policy Board.