

**MEETING AGENDA
 August 18, 2026**

Ed "Bosh" Froehlich Meeting Room	Mandan City Hall	1:30 PM
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The City of Bismarck and Policy Board members allows citizens to provide their comments for public hearing items on the Bismarck-Mandan MPO Policy Board agenda via email to mpo@bismarcknd.gov. Please include which item number your comment references. It will be sent to the members, as well as placed with the minutes. To ensure your comments are received prior to the meeting, please submit them by 5:00 pm 1 business day prior to the meeting. If you would like to participate via video or audio link for a 3-5 minute comment on a regular agenda public hearing item, please provide your name, agenda item and e-mail address to the above e-mail at least 3 days before the meeting.

Any of the 5 (five) Policy Board members can attend this meeting remotely. Policy Board members and those presenting at the meeting will receive ZOOM invites approximately 1 business day prior to the meeting. Individuals wishing to participate via ZOOM should email contact information to mpo@bismarcknd.gov at least 3 days in advance of the meeting to receive a meeting invite tailored uniquely to them.

As always, live meeting coverage is available on Government Access Channels 2 & 602HD or streaming live and archived online at DakotaMediaAccess.org. Agenda items can be found online at [MPO Policy Board](#).

AGENDA

1. PLEDGE OF ALLEGIANCE
2. CALL TO ORDER
3. PUBLIC COMMENT
 Restricted to Items on the current agenda or the prior Policy Board agenda excluding public hearing items

CONSENT AGENDA

4. MINUTES
 Review and Possible Approval of Minutes from July 21, 2026, Meeting3
5. CURB MANAGEMENT STUDY (CMS) UPDATE
 Staff Memo WALKER CONSULTANTS (Exhibit C-A). 11
6. NOTICE OF 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS
 TIP Modifications (Exhibit C-B) 13

REGULAR AGENDA

7. ATAC ADDENDUM AMENDMENT FOR MANDAN SIGNALIZED INTERSECTION DATA COLLECTION – KIM RIEPL, MPO
 ATAC Addendum Amendment (Exhibit R-C). 19
ACTION ITEM: Approval of the ATAC Addendum Amendment

8. 2027-2028 UNIFIED PLANNING WORK PROGRAM (UPWP) FINAL ADOPTION – KIM RIEPL, MPO 2027-2028 UPWP (Exhibit R-D).	21
ACTION ITEM: Approval of the 2027-2028 UPWP	
9. 2026 FRINGE AREA ROADS MASTER PLAN (FARMP) UPDATE– JOEL MANN, BOLTON & MENK Progress Report (Exhibit R-E).	59
10. TRANSIT DEVELOPMENT PLAN (TDP) UPDATE– AARON BARTLING, BOLTON & MENK Progress Report (Exhibit R-F).	63
11. TRAFFIC DATA COLLECTION & ANALYSIS RFP UPDATE– KIM RIEPL, MPO Staff Memo (Exhibit R-G).	65
12. OTHER BUSINESS	
13. ADJOURNMENT	

The next scheduled Policy Board meeting is on 9/15/2026. Please call 701-355-1844 with questions. Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506 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)	95%	12/31/2026
Mandan Signalized Traffic Data Analysis	15%	05/03/2027
Transit Development Plan (TDP)	10%	10/31/2027

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
POLICY BOARD MEETING
JULY 21, 2026

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met July 21, 2026, at 1:30 p.m. in the Ed “Bosh” Froehlich Meeting Room, City Hall, 205 2nd Ave NW, Mandan, ND. James Froelich presided.

Board members present or participating via Zoom were John Risch, attending for Mike Schmitz, James Froelich, Keli Berglund, Steve Bakken and Paul Tokach. Member absent was Mike Schmitz.

Others present or attending via Zoom were Kim Riepl, Paulette Jacobsen, and Stephen Larson of the Bismarck-Mandan MPO; Will Hutchings, NDDOT; Deidre Hughes; Bis-Man Transit; Joel Mann, Bolton & Menk and Aaron Bartling, Bolton & Menk.

PLEDGE OF ALLEGIANCE AND CALL TO ORDER

Vice Chair Froelich called the July 21, 2026, meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

PUBLIC COMMENT

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

ADDENDUM I TO THE POLICY BOARD AGENDA

Vice Chair Froelich called for a motion to approve Addendum I to revise the agenda to reflect three items to be inserted as item 7a, 7b and 7c.

MOTION: Mr. Tokach made a motion to approve Addendum I to the Policy Board Agenda. Mr. Risch seconded the motion and with Ms. Berglund, Mr. Tokach, Mr. Risch, and Vice Chair Froelich voting in favor, the motion was approved.

CONSENT AGENDA

Vice Chair Froelich called for a motion to approve the items on the Consent Agenda.

MOTION: Mr. Risch made a motion to approve the items on the Consent Agenda. Mr. Tokach seconded the motion and with Ms. Berglund, Mr. Tokach, Mr. Risch, and Vice Chair Froelich voting in favor, the motion was approved.

SECRETARY’S NOTE: *Policy Board member Steve Bakken joined the meeting while it was in progress.*

2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP) ADMINISTRATIVE MODIFICATION

Ms. Riepl stated the 2026-2027 Unified Planning Work Program (UPWP) Administrative Modification provides clarity as to who will perform the work relating to specific traffic count data collection and the analysis of collected data within the Task 102 2026 project table. The description has expanded to include how the tasks of the project will be divided among three separate efforts to accomplish the overall project. It also lists the cost estimates for each part of the project that are indicated.

Ms. Riepl provided an overview of the administrative changes to the 2026-2027 UPWP. She noted that there were no changes to the totals for the overall project cost, federal funding amounts or local match.

The chart below shows the administrative modifications made to the 2026-2027 UPWP.

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 to inform the update of the Travel Demand Model in 2027 as part of the next MTP effort. <u>The total effort will involve three (3) separate components detailed below.</u>	\$102,000 <u>TOTAL PROJECT COST</u>	\$102,000 <u>TOTAL 2026 COST</u>	August 2026	12/31/2026
	<u>ATAC will add 29 signalized intersections in the MPO area to the existing traffic and pedestrian data collection in Bismarck using the Traffic Analysis Tool. This will be through an addendum to the Master Agreement in place with ATAC. Estimated cost for this portion is up to \$55,000.</u>	<u>\$55,000</u>	<u>\$55,000</u>	<u>August 2026</u>	<u>12/31/2026</u>
	<u>Additional spot count collections to include traffic, bicycle, pedestrian, and turn movement counts at up to 40 locations will be procured through an RFP, along with vehicle classification and some analysis of raw data from that and previous collections. Estimated cost for this effort is up to \$47,000.</u>	<u>\$37,000</u>	<u>\$37,000</u>	<u>September 2026</u>	<u>12/31/2026</u>
	<u>ATAC will add 3 signalized intersections in the MPO area to the existing traffic and pedestrian data collection in Bismarck using the Traffic Analysis Tool. This will be through an amendment to the Mandan Signalized Traffic Data Collection Addendum.</u>	<u>\$10,000</u>	<u>\$10,000</u>	<u>September 2026</u>	<u>12/31/2026</u>

ADVANCED TRAFFIC ANALYSIS CENTER (ATAC) ADDENDUM

Ms. Riepl stated the Advanced Traffic Analysis Center (ATAC) Addendum Signalized Intersection Traffic & Pedestrian Data Collection project for the City of Bismarck will add 29 signalized intersections to the existing system that is set up for the City of Bismarck. The project will utilize camera-based video detection and will provide updated API data download/transfer scripts for up to 29 VISION-based intersections and download up to 5 archive files per intersection for future emergency use by the agency. She added that the City of Bismarck has the necessary equipment and systems to support the project. If the Board approves the Addendum today, the project will begin on August 1 with the setup and the calibration of the 29 locations and conclude by December 31, 2026. The Addendum is estimated to cost \$50,612.00 with the City of Bismarck providing the local share. Ms. Riepl stated staff is looking for a motion to approve the ATAC Addendum.

Mr. Risch asked Ms. Riepl for clarification if these cameras will be looking at license plates or be able to write traffic tickets.

Ms. Riepl replied that the license plates will be blurred out. The scope of this project is to identify traffic numbers and speeds of oncoming traffic to gain data pertaining to travel patterns. She stated that no traffic violation tickets will be issued as a result of this project.

MOTION: Mr. Risch made a motion to approve the ATAC Addendum. Mr. Tokach seconded the motion and with Ms. Berglund, Mr. Bakken, Mr. Tokach, Mr. Risch, and Vice Chair Froelich voting in favor, the motion was approved.

TRAFFIC DATA COLLECTION AND ANALYSIS RFP

Ms. Riepl stated the project will procure a consultant to conduct a traffic data collection and analysis study to include data for pedestrian, bicycle, motorcycle and vehicle classification counts. Passenger vehicles would be classified into categories 1-4 and trucks into categories 5-13. This project is for spot traffic data collection, which is 48-hour collection. There are 40 identified locations on the east side of the river within the MPO planning area. Six specific locations within the City of Bismarck are identified to include turn movements, bicycle and pedestrian movements. These movements may also be collected at other locations as needed. Analysis of raw data and information collected by NDDOT and ATAC in 2024, 2025, and 2026 will require compilation by the consultant. The compiled data will be used by our partnering jurisdictions for studies, engineering projects and the Travel Demand Model (TDP) beginning in early 2027. The consultant will be asked to determine the type of equipment appropriate for the study, such as Miovision type cameras. The MPO is asking that traffic counters be deployed between September 29th and October 1st, with counting concluding by October 31, 2026. The Traffic Data Collection and Analysis study is scheduled to be completed by December 31, 2026, and has a not to exceed budget of \$37,000. The timeline for this project is based on Policy Board approval at their 7/21/2026 meeting and for the RFP to be placed on NDDOT's website by July 24, 2026. She noted that traffic counts are scheduled for Tuesday, Wednesday and/or Thursdays to ensure accurate counts are being made and that they are not to include any holidays or days where school is not in session.

Ms. Riepl gave an overview of Contract Development and Final Project Deadline:

- RFP Submittal Deadline; August 14, 2026
- Notification for Interviews; August 17, 2026
- Interviews; August 31 - September 3, 2026
- Notification of Ranking; September 9, 2026
- Consultant Approvals; September 14, 2026 - September 15, 2026
- Formal Notification of Firms; September 15, 2026
- Negotiation of Work Fee and Scope of Work; September 16-21, 2026
- Notice to Proceed; September 15, 2026
- Data Acquisition (including in field); September through October 2026
- Data Processing and QC; September through October 2026
- Deliverable 1.0, 2.0, 3.0, 4.0; November 2026
- Final Data Delivery; December 2026
- Project Completion; December 31, 2026

Ms. Riepl stated that Tac recommended approval contingent on NDDOT comments resulting in no substantive changes. NDDOT comments have been received resulting in no changes/ Staff requested a motion to approve the Traffic Data and Analysis RFP as presented.

MOTION: Mr. Bakken made a motion to approve the Traffic Data and Analysis RFP as presented. Mr. Risch seconded the motion and with Ms. Berglund, Mr. Bakken, Mr.

Tokach, Mr. Risch, and Vice Chair Froelich voting in favor, the motion was approved.

CURB MANAGEMENT STUDY (CMS) CONSULTANT SELECTION

Mr. Larson stated the MPO received three proposals for the Curb Management Study (CMS) from KLJ, SRF, and Walker Consultants. The MPO held interviews on July 6, 2026, with representatives from the City of Bismarck Planning Department, City of Bismarck Engineering Department, City of Bismarck Police Department and the Bismarck Downtowners Association serving as the selection committee. They identified Walker Consultants as the preferred firm to perform this study. He stated the MPO is seeking a motion to approve Walker Consulting and authorize the MPO to move forward with contract negotiations. He noted that TAC recommended approval at their meeting yesterday.

Mr. Risch asked Mr. Larson during the study of the curbs, what are the specific elements of the curbs to be looked at.

Mr. Larson replied the focus would be on curb uses. They are looking at parking, ADA access, recreational curb usage, bus stops, and loading zones. The study area will include all of the downtown area of the City of Bismarck and they are working with Bismarck Public Schools to also include school zones.

MOTION: Mr. Tokach made a motion to approve the Curb Management Study (CMS) consultant selection of Walker Consultants with a subconsultant of Bolton & Menk and to pursue negotiations with the selected consulting team. Mr. Risch seconded the motion and with Ms. Berglund, Mr. Bakken, Mr. Tokach, Mr. Risch, and Vice Chair Froelich voting in favor, the motion was approved.

2026 FRINGE AREA ROAD MASTER PLAN (FARMP) UPDATE

Mr. Mann stated the Fringe Area Road Master Plan (FARMP) study is progressing as the Steering Committee is in process of reviewing the final draft documents. He noted they are looking forward to an upcoming public comment period and that the final document review will be conducted in August through September after a meeting with the Steering Committee. The jurisdiction member review meetings and TAC and Policy Board possible adoption meetings will take place in October 2026.

Mr. Mann discussed the region's growth forecast and areas where growth would generate urban-level impacts. Forecasted growth for the year 2050 indicates some areas may reach densities of 8-10 dwelling units per acre. In contrast, ETA areas in both Bismarck and Mandan are expected to remain low-density, generally at one dwelling unit per acre or less. He noted that a network of arterials in the lower-density areas could be dialed back. He also noted that the major regional corridors network has been evolving throughout discussions and stated preserving these corridors and conducting a review to see if development will take place in specific areas would be beneficial to the FARMP study. He added that the Steering Committee will be discussing and making recommendations on the balance of right-of-way dedication for the levels of travel impact.

Mr. Mann stated that there are three categories defined to set relative degree of importance on regional corridors. There are previous concepts like the north/south Beltway that look at the major connections that have been contemplated such as bridges over the Missouri River and the Heart River. The FARMP will focus on making sure that these connections are looked at from a regional lens when development applications would directly affect these corridors.

Mr. Mann provided a map that classifies the major corridors in terms of mobility across the river and throughout the region. He noted the major regional connections directly affect four of the six hotspot areas of the FARMP study.

Mr. Mann stated the FARMP proposes a new system in which the MPO will have a voice in development review in a number of circumstances. The main focus would be on roads identified as the FARMP major regional corridors, and when a development application proposes changes that may limit or compromise the intended regional function of the corridor. The intent of the review is to provide an additional voice in considering the region's needs. He added that the study has included emphasis on transportation system hotspots that represent unique challenges to implementing the FARMP and the draft report has provided several options for these hotspot areas.

Mr. Risch noted that he is impressed with the potential bridge north of Mandan across the Missouri and that it would take pressure off the traffic in the Bismarck and Mandan communities.

Mr. Tokach noted that it is important to be cognizant of timelines to keep the project on track.

TRANSIT DEVELOPMENT PLAN (TDP) UPDATE

Ms. Jacobsen introduced Mr. Aaron Bartling with Bolton & Menk as the lead consultant for the Transit Development Plan (TDP) and stated he will provide the update for the TDP.

Mr. Bartling stated that the PMT kickoff meeting was held on June 11, 2026. At the meeting, they worked on initiating data collection and analysis, drafting a stakeholder and public engagement plan, and project branding for future TDP public engagement efforts.

Mr. Bartling gave an overview of the project schedule and noted they will be doing peer comparisons, touchpoints with various committees and providing the Transit Board with updates. The final plan for Board approval is scheduled for the summer/ early fall of 2027.

Community & Stakeholder Involvement

- MPO Monthly Updates
- Steering Committee is scheduled to have four meetings:
 - Issues & Opportunities
 - Planning Workshop
 - Implementation
 - Draft TDP
- Transit Board will receive five scheduled updates.
- Three phases of public involvement to be held in the fall, winter and spring.

Mr. Bartling stated that the existing conditions evaluation started with collecting data regarding how the system is currently performing. A number of reports have been generated and he noted they look forward to diving into the data to understand what the ridership data looks like. The reviews will be primarily focused on the fixed route system effectiveness but there will be a review of paratransit services as well. They will also conduct a peer comparison that will include North Dakota peer agencies and broadly similar systems throughout the Midwest.

Mr. Bartling stated future system needs will identify opportunities with future growth. He added that they will look forward to diving into Transit's routes and see where alignment changes, frequency changes and the capital impact on the changes that need to be made. Designated bus stops and transit hub analysis data will also be analyzed for the TDP update. The next steps include wrapping up existing conditions evaluation and peer comparisons, the first Steering Committee meeting will be held in August, and they will begin preparations for a public engagement opportunity to take place this fall.

Mr. Risch stated at the federal level, there has been reductions in cost sharing with the states and communities. He asked Mr. Bartling how Transit has been keeping up with their previous commitments and if there are any indications that we could see less in the future.

Mr. Bartling replied that the Bismarck Mandan Transit region is doing well in these areas. The scope for this project focuses on the status quo utilizing recent investments for Bis-Man

Transit and the increased revenue throughout the last few years. This will greatly determine future recommendations for the Bis-Man Transit TDP study.

PASSENGER RAIL UPDATE

Ms. Riepl stated that last month, the Policy Board approved KLJ Engineering as the prime consultant to conduct the passenger rail station siting study. Two sub-consultants were also named; David Evans and Associates, Inc. and Übl Design Group, P.C. Negotiations for the scope of work, the fee schedule, and the general contract outline for the procurement are currently underway with the consultant firms. The contract is anticipated to be executed in the next few weeks with the kickoff meeting occurring potentially in early August 2026. She noted that the Passenger Rail Siting study is a twelve (12) month study ending in August 2027.

Ms. Riepl stated the Big Sky Passenger Rail Authority (BSPRA) Government Partner Program (GPP) is a program that the MPO is a member of on behalf of all five of our member jurisdictions. BSPRA bi-monthly Board meetings are held and the MPO encourages jurisdiction representatives and elected officials from the jurisdictions to attend the meetings if they are able. At the last meeting, an update on the Big Sky North Coast Corridor project included requirements for phase one of the corridor ID project have changed several times. This has resulted in a delay moving from phase one into phase two. BSPRA with their consultant is working on another revision to the phase one final submittal, with possible approval in July 2026. Phase two will include identifying the service development plan, identifying station stops and dwell times. She added the past meeting minutes are available on the BSPRA website and the link is provided on the BSPRA agenda memo.

Ms. Riepl noted that the BSPRA Annual Conference will be combined with the Greater Northwest Rail Summit for 2026 and will take place August 25-27 in Helena, MT. Registration costs are \$50 for virtual attendance to \$275 for a full three-day registration. BSPRA is offering one free three-day registration in the amount of \$275 for one Policy Board member or elected official from any of the MPO's member jurisdictions. This is first come, first served and she will convey the MPO's recipient information to BSPRA in the event one of our members would like to use it.

Mr. Risch stated that restoring passenger rail to our area is exciting. He also commented that every community must want a train station. He added that he does see the potential for Mandan to obtain a train station at the depot downtown and a train station in Bismarck is possible between 3rd Street and 5th Street or 9th Street to 12th Street. He encouraged Ms. Riepl to attend the BSPRA GPP Conference in Helena MT.

Ms. Riepl replied that she was asked to present at the BSPRA conference and that her conference fee would be waived. She added that there is still one free conference registration available for a Policy Board member to use.

TRANSIT SERVICE OPERATIONS UPDATE

Ms. Hughes stated the Bismarck City Commission (BCC) met on June 9th and approved the request from Bis-Man Transit to utilize \$5,000 in sales tax funds to develop a Capital Area Transit (CAT) bus voucher program. The Community Development Advisory Committee has been tasked with developing the program requirements. This committee is scheduled to meet on July 22, 2026, to review the proposed application and criteria for agency selection.

Ms. Hughes stated Bis-Man Transit had a fixed-route bus that was involved in a not-at-fault accident on June 17, 2026. The accident resulted in one passenger being injured and significant damage to the fixed-route bus. She explained that they are working with insurance to determine the cost of repairs, or if the bus will be a total loss. If the bus is a total loss, it could take up to two years for the delivery of a new fixed route vehicle.

Ms. Hughes stated every five years the Coordinated Human Service Transportation plan must be updated to remain eligible for a section 5310 Enhanced Mobility for Seniors and Individuals with Disability grant funding. She added Bis-Man Transit is promoting a survey for human service providers as well as riders. The survey has been posted on their website and on the buses. They have begun to receive responses but have not received as many as they had hoped for. She noted there will be public comment meetings at the Mandan Morton Public Library on July 28th from 10:30 a.m. to 11:30 a.m., at the Bis-Man Transit facility from 2:00 p.m. to 3:00 p.m., and July 30th from 4:30 p.m. to 5:30 p.m. at the Bismarck Veterans Memorial Library.

Ms. Hughes stated on April 1, 2026, Bis-Man Transit expanded both the fixed route and demand response service hours. She explained they provided 1,728 early morning fixed route trips from 6:00 a.m. to 7:00 a.m., 4,024 evening trips from 7:00 p.m. to 10:00 p.m. bringing the total to 5,752 trips. With this service change, Bis-Man Transit now allows general public riders to schedule demand response trips on Sundays and holidays. Since April 1st, they have provided 48 general public demand response trips. Sunday services were also expanded and 185 trips were provided during the additional service time. She noted there is a very strong need for the expanded hours of operation within the Transit area and that the number of trips for these services are growing every month.

OTHER BUSINESS

ADJOURNMENT

There being no further business, Vice Chair Froelich adjourned at 2:21 p.m. The next scheduled meeting will take place on August 18, 2026, at 1:30 p.m. in the Ed “Bosh” Froelich Meeting Room of Mandan City Hall, 205 2nd Ave NW, Mandan.

Respectfully submitted,

APPROVED:

Tracy Walters
Recording Secretary

MPO Policy Board Chair

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DATE: August 17-18, 2026

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

SUBJECT: Bismarck Curb Management Study Update

ACTION REQUIRED: N/A

DETAILS

The MPO is in contract negotiations with Walker Consultants. We are hoping to have the contract executed by the end of the month and kick off the Study in September. The Study is anticipated to conclude in late summer or early fall of 2027.

STAFF CONTACT: Stephen Larson, Transportation Planner, Bismarck-Mandan MPO

slarson@bismarcknd.gov | 701.355.1848

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Bismarck-Mandan MPO

TIP Administrative Modification

Project Year(s)

Entity	Project	Federal	State	Local	Total	Federal Funding Source
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Project Description:

Consistency with the
Bismarck-Mandan MPO
Metropolitan
Transportation Plan:

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

PROJECT FUNDING YEAR 2025
ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION/ (Date)
BISMARCK	26.1.A	Safety - Bismarck S Washington St (S Washington St and W Bowen Ave Intersection) (Remove existing traffic signal, install raised median island & RRFB crossing)	\$140,000	\$126,000	\$0	\$14,000 (Bismarck)	HEU	24625	NA	Modification Moved from 2027 (AUGUST 2026 REDISTRIBUTION)
MANDAN	26.4.A	Urban Regional - Mandan ND 1806 (ND 1806/6th Ave NE Railroad Underpass) (Preliminary Engineering)	\$350,000	\$283,255	\$31,745	\$35,000 (Mandan)	SU	24438	NA	Modification Moved from 2029 (AUGUST 2026 REDISTRIBUTION)
NDDOT	26.6.A	Urban Regional - Bismarck 7th St/ 9th St (7th St from Broadway Ave to Front Ave, 9th St from Main Ave to Front Ave) (CPR, Grinding, Curb Ramps)	\$1,674,953	\$1,355,540	\$151,918	\$167,495 (Bismarck)	NHU	23743	NA	Modification Moved from 2027 (AUGUST 2026 REDISTRIBUTION)
NDDOT	26.6.B	Urban Regional - Bismarck State St (tied to 27.6.04) (7th St to Divide Ave) (CPR, Grinding, Curb Ramps)	\$1,485,702	\$1,202,379	\$134,753	\$148,570 (Bismarck)	NHU-SU	23742	NA	Modification Moved from 2027 (AUGUST 2026 REDISTRIBUTION)
NDDOT	26.6.C	Urban Roads - Bismarck Boulevard Ave (tied to 27.6.03) (6th St to 7th St) (CPR, Grinding, Curb Ramps)	\$329,852	\$266,949	\$0	\$62,903 (Bismarck)	SU	23747	NA	Modification Moved from 2027 (AUGUST 2026 REDISTRIBUTION)
NDDOT	26.6.D	Rural - Statewide (Statewide project, three sign locations in Bismarck on Main Avenue) (Overhead signing)	\$1,630,950	\$1,319,928	\$311,022	\$3,284 (Bismarck)	SS-SU	24558	2027	Modification Moved from 2027 (AUGUST 2026 REDISTRIBUTION)

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

*Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2026
ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	26.1.01	Safety - Bismarck 19th St and Century Ave (19th St and Century Ave Intersection east/west and north/south turn lanes) (Reconstruct the east/west and north/south turn lanes to remove the existing negative offset signal work)	\$1,433,625	\$1,160,162	\$0	\$273,373 (Bismarck)	HEU	23645	NA	Amendment Moved to 2025, 25-28 TIP (DECEMBER 2025)
BISMARCK	26.1.02	Urban Roads - Bismarck S Washington St (Burleigh Ave to drainage ditch, and Burleigh Ave from S Washington St to Boston Dr) (Widening from 2 to 3 lanes, Reconstruction)	\$18,510,930	\$2,177,455 in \$2,322,545 FY 2025	\$0	\$14,010,930 (Bismarck)	NHU	23859	2024	
MANDAN	26.4.01	Transportation Alternatives - Mandan High School Trail (8th Ave NW from 24th St NW to 27th St NW) (Pedestrian Trail Construction)	\$484,213	\$391,874	\$0	\$92,339 (Mandan)	TAU	24407	2026	Modification Moved to 2027 (JANUARY 2026)
MANDAN	26.4.02	Urban Grants Project - Mandan Downtown (Phase 1) (1st St NW from 6th Ave NW to 4th Ave NW, 5th Ave NW from 1st ST NW to 2nd St NW, & 4th Ave NW from Main St to 2nd St NW) (Reconstruction, with beautification elements, storm sewer, sidewalks, and LED lighting)	\$4,461,410	\$2,356,000	\$0	\$2,105,410 (Mandan)	UGP-CPU	24136	NA	
NDDOT	26.6.02	^{MPD} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange, westbound) (Fencing, PCC Pave, related to 25.6.09)	\$31,971,081	\$28,773,973	\$3,197,108	\$0 (Burleigh)	IM	22958	NA	
NDDOT	26.6.03	Urban Regional - Bismarck Expressway (Main Ave to end of asphalt) (Microsurfacing, pavement marking)	\$129,612	\$104,895	\$11,756	\$12,961 (Bismarck)	NHU	24403	NA	
NDDOT	26.6.04	Urban Regional - ND 810 (Expressway Bridge to Main Ave) (Microsurfacing, pavement marking)	\$3,400,000	\$2,751,620	\$308,380	\$340,000 (Bismarck)	NHU	24404	NA	Amendment Exents, Cost Increase (JANUARY 2026)
NDDOT	26.6.05	Urban Regional - Bismarck ND 1804 (Bismarck Expressway to 48th Ave SE) (Microsurfacing, pavement marking)	\$2,173,510	\$1,759,022	\$197,137	\$217,351 (Bismarck)	NHU	24405	NA	
NDDOT	26.6.07	Bridge - I-94 (2 miles west of US 83 N) (Approach Slabs, Spall Repair, Expansion Joint Modifications)	\$520,000	\$468,000	\$52,000	\$0 (Bismarck)	IM	23769	NA	
NDDOT	26.6.08	Bridge - I-94 (5 miles east of ND 25, eastbound) (Structure Repair)	\$500,000	\$450,000	\$50,000	\$0 (Mandan)	IM		NA	
NDDOT	26.6.09	Bridge - I-94 (5 miles east of ND 25, westbound) (Structure Repair)	\$500,000	\$450,000	\$50,000	\$0 (Mandan)	IM		NA	
NDDOT	26.6.10	^{MPD} Rural - ND 1804 (Various locations along ND 1804) (Culvert Rehab)	\$775,000	\$627,207	\$147,793	\$0 (Multiple)	SS	23911	NA	
NDDOT	26.6.11	^{MPD} Rural - Statewide ITS equipment (Statewide ITS project including 3 locations along I-94 within the MPO area) (ITS equipment maintenance, road weather-DMS & ESS)	\$1,235,635	\$1,000,000	\$235,635	\$0 (Multiple)	IM	24565	NA	
NDDOT	26.6.12	Rural - I-94 (East of Midway to east of Junction US 83) (Microsurfacing)	\$1,911,956	\$1,720,760	\$191,196	\$0 (Bismarck)	IM	24743	NA	Modification Cost Increase (FEBRUARY 2026)
NDDOT	26.6.13	Rural - I-94 (East of Midway to ND 810/Expressway) (Microsurfacing)	\$333,551	\$300,196	\$33,355	\$0 (Mandan)	IM	24744	NA	Modification Cost Increase (FEBRUARY 2026)
NDDOT	26.6.14	Urban Regional - ND 810 (Memorial Hwy Interchange to Expressway Bridge) (Microsurfacing)	\$256,098	\$207,260	\$23,228	\$25,610 (Mandan)	NHU	24745	NA	Amendment Cost Increase (FEBRUARY 2026)
NDDOT	26.6.15	Rural - Interstate Ave (Bismarck Interstate Ave E) (Right of Way preliminary engineering work by old K-Mart)	\$25,000	\$22,500	\$2,500	\$0 (Bismarck)	NH	24731	NA	Amendment New Project (DECEMBER 2025)
NDDOT	26.6.16	^{MPD} Rural - Statewide Automatic Traffic Record (ATR) (Statewide ATR project including one location in the MPO area) (ATR equipment maintenance)	\$1,127,945	\$912,846	\$215,099	\$0 (Multiple)	SS	24815	NA	Amendment New Project (MARCH 2026)
NDDOT	26.6.17	^{MPD} Safety - Statewide (Statewide Project on various highways throughout NDDOT's Bismarck District) (Pavement Markings)	\$1,595,719	\$1,436,147	\$159,572	\$0 (Multiple)	HES	24784	NA	Amendment New Project (MARCH 2026)
LINCOLN PARK DISTRICT	26.7.01	Transportation Alternatives - 66th St SE (66th St SE from Santee Rd to just south of Humbert Rd) (New gravel pathway with ADA compliant crossings)	\$129,907	\$103,840	\$0	\$25,967 (LPD)	RTP		NA	

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

*Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2027
ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	27.1.01	Safety - Bismarck S Washington St (S Washington St and W Bowen Ave Intersection) (Remove existing traffic signal, install raised median island & RRFB crossing)	\$140,000	\$126,000	\$0	\$14,000 (Bismarck)	HEU	24625	NA	Modification Moved to 2026 (AUGUST 2026 REDISTRIBUTION)
BISMARCK	27.1.02	*Urban Grants Project - Bismarck Front Ave, 3rd St, and 5th St (Front Ave from Mandan St to 9th St, 3rd St from Front Ave to Main Ave, 5th St from Bowen Ave to Main Ave) (Mill & Overlay, curb, gutter, & sidewalk repairs, ADA ramps, pavement markings, LED lighting, street trees, bike racks, traffic signal improvements, signing, curb extensions, & bus shelter pads)	\$3,056,000	\$1,610,000	\$0	\$1,446,000 (Bismarck)	UGP-CPU	24127	NA	
BISMARCK	27.1.03	Transportation Alternatives - Sunrise Trail (East Century Ave to Gold Dr/Sunrise Park) (New trail connection with drainageway crossing, Bismarck Parks & Rec is also partnering on project)	\$591,800	\$478,944	\$0	\$118,360 (Bismarck)	TAU	24660	NA	
MANDAN	27.4.01	Transportation Alternatives - 3rd St SE (6th Ave SE to 3rd Ave SE) (Sidewalk Installation)	\$254,689	\$206,120	\$0	\$48,569 (Mandan)	TAU	24658	NA	
MANDAN	27.4.02	Urban Roads - Mandan 8th Ave NW and 27th St N (8th Ave NW from 24th St NW to 27th St N, and 27th St from 8th Ave to ND 1806) (Reconstruction)	\$5,626,000	\$4,500,800	\$0	\$1,125,200 (Mandan)	SU	24440	NA	
MANDAN	27.4.03	Transportation Alternatives - Mandan High School Trail (8th Ave NW from 24th St NW to 27th St NW) (Pedestrian Trail Construction)	\$484,213	\$391,874	\$0	\$92,339 (Mandan)	TAU	24407	NA	
NDDOT	27.6.01	^{MPO} Rural - ND 1806 (From I-94 north approximately 10.845 miles) (Chip Seal Coat)	\$650,913	\$526,784	\$124,129	\$0 (Morton)	NH	24843	NA	
NDDOT	27.6.02	Urban Regional - Bismarck 7th St/ 9th St (7th St from Broadway Ave to Front Ave, 9th St from Main Ave to Front Ave) (CPR, Grinding, Curb Ramps)	\$1,674,953	\$1,355,540	\$151,918	\$167,495 (Bismarck)	NHU	23743	NA	Modification Moved to 2026 (AUGUST 2026 REDISTRIBUTION)
NDDOT	27.6.03	Urban Regional - Bismarck State St (tied to 27.6.04) (7th St to Divide Ave) (CPR, Grinding, Curb Ramps)	\$1,485,702	\$1,202,379	\$134,753	\$148,570 (Bismarck)	NHU-SU	23742	NA	Modification Moved to 2026 (AUGUST 2026 REDISTRIBUTION)
NDDOT	27.6.04	Urban Roads - Bismarck Boulevard Ave (tied to 27.6.03) (6th St to 7th St) (CPR, Grinding, Curb Ramps)	\$329,852	\$266,949	\$0	\$62,903 (Bismarck)	SU	23747	NA	Modification Moved to 2026 (AUGUST 2026 REDISTRIBUTION)
NDDOT	27.6.06	Bridge - I-94 (4 miles west of US 83 N) (Spall Repair, Structure/Incidentals)	\$27,040	\$24,336	\$2,704	\$0 (Mandan)	IM		NA	
NDDOT	27.6.07	*Safety - Bismarck Expressway & Main Ave (Bismarck Expressway & East Main Ave Intersection) (Construction of north & southbound right turn lanes, traffic signal & lighting improvements)	\$934,000	\$841,000	\$0	\$93,000 (Bismarck)	HEU		NA	
NDDOT	27.6.08	Urban Regional - Bismarck 7th St and 9th St (7th St from Expressway to Front Ave and Broadway Ave to Blvd Ave, 9th St from Blvd to Broadway) (Microsurfacing, pavement marking)	\$814,000	\$658,770	\$73,830	\$81,400 (Bismarck)	NHU	24406	NA	
NDDOT	27.6.09	Urban Regional - Bismarck 9th St (Bismarck Expressway to Front Ave) (Microsurfacing, pavement marking)	\$163,213	\$132,088	\$14,804	\$16,321 (Bismarck)	NHU	24402	NA	
NDDOT	27.6.10	Bridge - I-94B (2 miles east of Mandan, ramp next to Memorial Highway Interchange) (Structure Paint)	\$175,479	\$157,931	\$17,548	\$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.11	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, East Bound) (Structure Paint, Structure Items)	\$497,190	\$447,471	\$49,719	\$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.12	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, West Bound) (Structure Paint, Structure Items)	\$497,190	\$447,471	\$49,719	\$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.13	Bridge - I-194 (Burlington Northern RR Overhead Separation) (Structure Paint, Structure Items, Spall Repairs)	\$292,465	\$263,218	\$29,247	\$0 (Mandan)	IM	23898	NA	
NDDOT	27.6.14	Bridge - I-94 (5 miles west of US 83 N, East Bound) (Structure Repair)	\$312,000	\$280,800	\$31,200	\$0 (Mandan)	IM		NA	
NDDOT	27.6.15	Bridge - I-94 (5 miles west of US 83 N, West Bound) (Structure Repair)	\$312,000	\$280,800	\$31,200	\$0 (Mandan)	IM		NA	
NDDOT	27.6.16	Bridge - I-94 (3 miles west of US 83 N) (Structure Repair)	\$312,000	\$280,800	\$31,200	\$0 (Mandan)	IM		NA	
NDDOT	27.6.17	Rural - Statewide (Statewide project, three sign locations in Bismarck on Main Avenue) (Overhead signing)	\$1,630,950	\$1,319,928	\$311,022	\$3,284 (Bismarck)	SS-SU	24558	2027	Modification Moved to 2026 (AUGUST 2026 REDISTRIBUTION)
NDDOT	27.6.18	*Bridge - I-94 (Memorial Bridge between Bismarck and Mandan) (Deck Overlay, Structure Paint, Joint Repair, Structural Incidentals, Rdwy Expansion, Surface Finish, etc)	\$30,000,000	\$27,000,000	\$3,000,000	\$0 (Mandan)	IM	23594	NA	

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* Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2028

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	28.1.01	Safety - I-94 Eastbound Ramp (I-94 EB Ramp/Schafer St and Divide Ave/Tyler Parkway Intersection) (Pavement markings, signage, left-turn lane realignment, signal replacement)	\$80,000	\$72,000	\$0	\$8,000 (Bismarck)	HEU	24626	NA	
BISMARCK	28.1.02	Urban Roads - Bismarck S 12th St and Burleigh Ave (12th St from Santa Fe Ave to Burleigh Ave, and Burleigh Ave from Tavis Rd to Washington St) (Mill & Overlay)	\$942,000	\$753,600	\$0	\$188,400 (Bismarck)	SU	24439	NA	
BISMARCK	28.1.03	Transportation Alternatives - State Street (Divide Ave to Calgary Ave) (Trail Rehab)	\$469,541	\$380,000	\$0	\$89,541	TAU		NA	
NDDOT	28.6.01	Safety - Yegen Road/University Dr (Yegen Rd and University Dr/ND 1804 Intersection) (Install Intersection Lighting)	\$165,000	\$148,500	\$0	\$16,500 (Bismarck)	HEN		NA	
NDDOT	28.6.02	Urban Regional - ND 810 (Washington St to 26th St, Washington St & Denver Ave intersection) (Traffic Signals)	\$6,100,000	\$4,936,730	\$491,775	\$671,495 (Bismarck)	NHU-SU	23741	NA	
NDDOT	28.6.03	Urban Regional - Mandan ND 1806 (3rd St SE to 19th St SE) (Mill & Overlay)	\$1,676,567	\$1,356,846	\$152,064	\$167,657 (Mandan)	NHU	24230	NA	
NDDOT	28.6.04	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	\$394,779	\$355,301	\$39,478	\$0 (Bismarck)	IM	22644	NA	
NDDOT	28.6.05	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	\$394,779	\$355,301	\$39,478	\$0 (Bismarck)	IM	22644	NA	
NDDOT	28.6.06	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, East Bound) (Structure Paint)	\$328,984	\$296,086	\$32,898	\$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.07	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, West Bound) (Structure Paint)	\$328,984	\$296,086	\$32,898	\$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.08	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	\$328,984	\$296,086	\$32,898	\$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.09	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	\$328,984	\$296,086	\$32,898	\$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.10	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	\$146,232	\$131,609	\$14,623	\$0 (Mandan)	IM		NA	
NDDOT	28.6.11	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	\$146,232	\$131,609	\$14,623	\$0 (Mandan)	IM		NA	
NDDOT	28.6.12	Bridge - I-94 (3 miles west of US 83 North, East Bound) (Structure Paint)	\$324,480	\$292,032	\$32,448	\$0 (Mandan)	IM		NA	

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*Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2029

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	29.1.01	*Safety - Bismarck Lincoln Rd & Yegen Rd (Lincoln Rd & Yegen Rd Intersection) (Construction of a Roundabout)	\$3,000,000	\$2,700,000	\$0	\$300,000 (Bismarck)	HEU		NA	
MANDAN	29.4.01	**Urban Roads - Mandan Old Red Trail (40th Ave NW to 56th Ave NW) (Reconstruction)	\$5,650,000	\$4,520,000	\$0	\$1,130,000 (Mandan)	SU	24025	NA	
MANDAN	29.4.02	Urban Regional - Mandan ND 1806 (ND 1806/6th Ave NE Railroad Underpass) (Drainage Improvements)	\$6,000,000	\$4,855,800	\$544,200	\$600,000 (Mandan)	SU	24438	NA	Modification Moved (partially) to 2026 (AUGUST 2026 REDISTRIBUTION)
NDDOT	29.6.01	Urban Regional - Mandan I-94B (W Urban Limit to ND 6) (Selective Grading, Widening)	\$1,593,595	\$1,289,696	\$303,899	\$0 (Mandan)	NHU	25284	NA	
NDDOT	29.6.02	Rural - Mandan I-94 (Junction Old 10 to W Urban Limit) (Selective Grading, Widening)	\$7,129,719	\$6,416,747	\$712,972	\$0 (Mandan)	IM	24935	NA	
NDDOT	29.6.03	^{MPO} Rural - US 83 (57th Ave NW to Wilton, northbound) (Chip Seal Coat)	\$1,294,931	\$1,047,988	\$246,943	\$0 (Bis/Burl)	NH		NA	
NDDOT	29.6.04	^{MPO} Rural - US 83 (57th Ave NW to Wilton, southbound) (Chip Seal Coat)	\$1,295,010	\$1,048,052	\$246,958	\$0 (Bis/Burl)	NH		NA	
NDDOT	29.6.05	^{MPO} Rural - ND 6 (Junction 21 to Heart River, Mandan) (Chip Seal Coat)	\$1,600,121	\$1,294,978	\$305,143	\$0 (Morton)	SS		NA	
NDDOT	29.6.06	^{MPO} Rural - ND 25 (Junction I-94 north to Junction 48-Center) (Chip Seal Coat)	\$1,868,920	\$1,512,517	\$356,403	\$0 (Morton)	SS		NA	
NDDOT	29.6.07	^{MPO} Rural - ND 1806 (Near Fort Rice north to Mandan Limits) (Chip Seal Coat)	\$1,762,848	\$1,426,673	\$336,175	\$0 (Man/Mort)	SS		NA	
BISMARCK	29.6.08	Urban Regional - Bismarck 7th St & 9th St (Intersections of 7th St/Boulevard Ave & 9th St/Boulevard Ave) (Traffic Signals)	\$1,186,210	\$960,000	\$107,589	\$118,621 (Bismarck)	NHU	24828	NA	

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**Pending Availability of Federal Funds

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

North Dakota MPO Planning Support Program Master Agreement

Amendment to: *City of Mandan Signalized Intersections Traffic Data Collection Pilot Project Addendum to the Master Agreement*

City of Mandan with support from Bismarck Mandan MPO has requested that 3 additional intersections be added to the above-mentioned addendum. The selected intersections will be added and the original budget will increase as noted below.

1. **Project Title:** City of Mandan Signalized Intersections Traffic Data Collection Pilot Project - Amendment 1
2. **Effective Dates:** August 18, 2026 through December 31, 2026
3. **Amendment Tasks:**
 - a. ATAC will setup 3 additional prioritized City of Mandan intersections for traffic data collection following tasks 2 through 10 as outlined in the addendum
4. **Principal Investigator:** Kshitij Sharma
5. **Desired Deliverables:**
 - a. Traffic Analysis Tool based reporting capabilities for the additional intersections for City of Mandan
6. **Contract Amount (ESTIMATE ONLY):** \$ 9,828
7. **SOURCE(S) of FUNDING**
 - **Federal Source:** \$7,862.40

CFDA #20.205	Federal Award Date 01/01/2026	Federal Award Identification 693JJ22630000Y410ND2026060
CFDA #20.505	Federal Award Date 01/01/2026	Federal Award Identification Number 693JJ2263000024MPND2026060

- **State:** \$0
- **Other:** \$1,965.60

AUTHORIZATION:

Bismarck-Mandan MPO

North Dakota State University

Authorized Signature

Authorized Signature

Name and Title Date

Name and Title Date

BUDGET:

ND MPO Planning Support Program 2025-2027

**City of Mandan Signalized Intersections Traffic Data Collection Pilot
Project - Amendment 1**

Cost Item	Amount
Staff Salaries	\$ 2,189
Benefits	\$ 898
Grad Student Salaries	\$ 500
Undergrad Student Salaries	\$ 906
Benefits	\$ 70
Operating	\$ 2,300
Total direct costs	\$ 6,863
NDSU overhead (43.2%)	\$ 2,965
Total project cost	\$ 9,828



2027-2028
UNIFIED PLANNING
WORK PROGRAM

Bismarck-Mandan
Metropolitan Planning Organization

Draft
August 2026

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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 2 CFR 200.308(f) 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**

	PAGE
Introduction	2
Bismarck-Mandan Metropolitan Planning Organization Planning Area	2
MPO Board Membership	3
MPO Board Meeting Dates	4
Previous Accomplishments	4
Anticipated Accomplishments	5
Planned Work Activities	6
UPWP Overview	7
Source of UPWP Funds	7
Safe and Accessible Transportation Options Funds	8
Eligible Expenses	9
UPWP Amendment Guidance	9
Federal Planning Factors	11
MTP/ Federal Performance Goals and UPWP Projects	11
Timeline for Metropolitan Transportation Plan Update	12
 UPWP Program Areas (Task Categories)	 13
TASK 100: ADMINISTRATION	14
TASK 200: PROFESSIONAL SERVICES/ VENDORS/ CONSULTANTS	20
TASK 300: CAPITAL, OPERATIONAL AND TRAVEL EXPENSES	25
 Appendix	 27
MPO Self Certification	28
Bismarck-Mandan MPO Activities Supporting Title VI	29
UPWP Budget Table 2027	31
UPWP Budget Table 2028	32

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

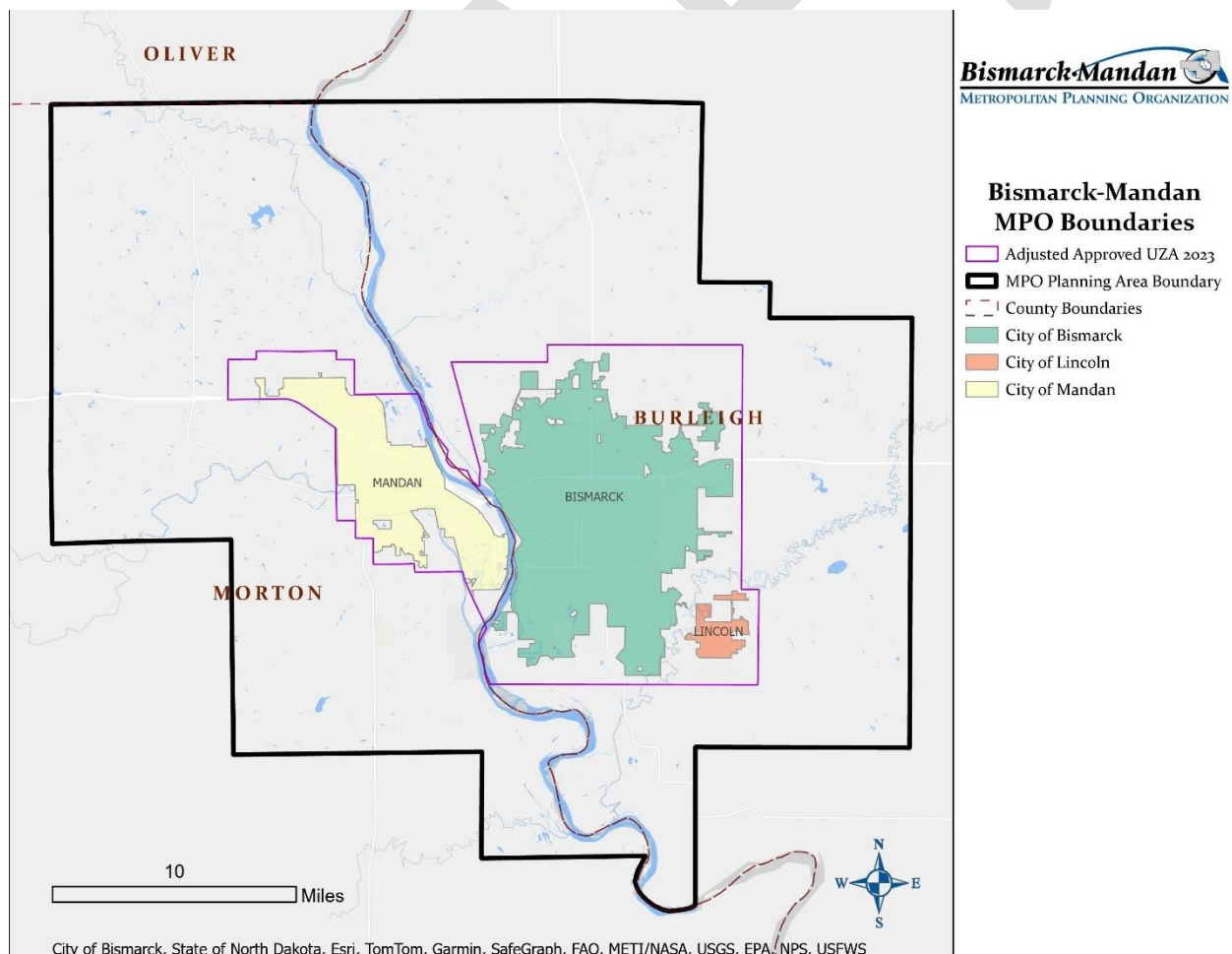
INTRODUCTION

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, and FTA.

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, as indicated in bold in the tables below. 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 20	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 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.
- All MPO staff successfully completed 2 CFR 200 training through FHWA's National Highway Institute

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 Travel Demand Model Socio Economic (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 FTA Triennial Review.
- 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 Travel Demand Model Socio Economic/2030-2055 Metropolitan Transportation Plan 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 Socio Economic 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 Travel Demand Model Socio Economic/2030-2055 Metropolitan Transportation Plan 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 SATO/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	36,288.18	4.34%	----	
2025 Redistribution	86,174.00	10.30%	----	
Local Match	\$209,231.59	20%	\$182,188.36	20%
City of Bismarck	139,731.59	66.78%	132,539.56	72.75%
City of Lincoln	1,342.00	.64%	2,186.80	1.20%
City of Mandan	20,140.00	9.63%	17,494.40	9.60%
Burleigh County	8,055.00	3.85%	13,120.80	7.20%
Morton County	16,683.00	7.97%	16,846.80	9.25%
Bis-Man Transit	23,280.00	11.13%	----	----
Total Revenues	\$1,046,157.94		\$910,941.80	

*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 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 IIJA 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 IIJA 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 IIJA expires on September 30, 2026, this biennial assumes an extension of the Complete Streets (CS) 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 (CS) Funding for Safe and Accessible Transportation Options (SATO) Activities

(based on 4/14/2026 estimates)

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

2028 Complete Streets (CS) Funding for Safe and Accessible Transportation Options (SATO) 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 2 CFR 200, 23 CFR 450.306, 23 CFR 450.308, 23 CFR 420.111, and 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 2027 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***.

A recipient or subrecipient 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.
- (9) Transferring funds between the construction and non-construction work under a Federal award.
- (10) A no-cost extension (meaning, an extension of time that does not require the obligation of additional Federal funds) of the period of performance, other than any one-time extension authorized by the Federal agency in accordance with paragraph (g)(2). All requests for no-cost extensions should be submitted at least 10 calendar days before the conclusion of the period of performance. The Federal agency may approve multiple no-cost extensions under a Federal award if not prohibited by Federal statute or regulation.

Amendments to the UPWP will be presented to the MPO TAC and Policy Board for approval and will be subsequently submitted to NDDOT, FTA, and FHWA for their approval. Amendments to the UPWP are recognized as approved when notification of approval is provided by FHWA.

As allowed by 2 CFR 200.308(i)(2), FHWA and FTA may elect to follow an established minimum cost threshold of 10% 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 10% cost threshold of an amendment will be made administratively by MPO staff and presented to the MPO TAC and Policy Board, NDDOT, FHWA and FTA as an Administrative Modification for their information without the requirement of formal approval.

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

Project	MTP Goals						
	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, by or before December 17, 2029]

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. Cost estimates within this Task include only the salaries, wages, and benefits paid to staff for their time spent administering the activities identified within.

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. The following tables provide cost estimates for total staff time allocated to activities such as those related to MPO core products and documents, transportation studies, data collection, vendor procurement, transit, and general administration activities requiring staff engagement and time.

Task 100 2027	TOTAL	Federal (80%)	Local (20%)
100.1: Administration Salaries, Wages, Benefits	\$417,748	\$334,198.40	\$83,549.60
Totals:	\$417,748	\$334,198.40	\$83,549.60

Task 100 2028	TOTAL	Federal (80%)	Local (20%)
100.1: Administration Salaries, Wages, Benefits	\$360,882	\$288,705.60	\$72,176.40
Totals:	\$360,882	\$288,705.60	\$72,176.40

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 annually 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 annually 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 develop RFPs for transportation planning studies and procure data and relevant transportation related collection services 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 Infrastructure Investment and Jobs Act (IIJA) of 2021 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.
- 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 Infrastructure Investment and Jobs Act (IIJA) of 2021 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
200.27.01 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
200.27.02 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	12/31/2027 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
200.27.03 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
200.27.04 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
200.27.05 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
200.27.06 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
200.27.07 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
200.27.08 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
200.27.09 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					
200.27.10 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
200.27.11 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
200.28.01 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
200.28.02 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
200.28.03 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
200.28.04 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, 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

Task 300 2027	TOTAL	Federal (80%)	Local (20%)
300.1: Rental Space	\$16,800.00	\$13,440.00	\$3,360.00
300.2: Lodging & Associated Travel Expense	\$7,075.00	\$5,660.00	\$1,415.00
300.3: Office Operations	\$23,145.00	\$18,516.00	\$4,629.00
300.4: Office Supplies and Subscriptions	\$1,649.94	\$1,319.95	\$329.99
Totals:	\$48,669.94	\$38,935.95	\$9,733.99

Task 300 2028	TOTAL	Federal (80%)	Local (20%)
300.1: Rental Space	\$16,800.00	\$13,440.00	\$3,360.00
300.2: Lodging & Associated Travel Expense	\$4,000.00	\$3,200.00	\$800.00
300.3: Office Operations	\$23,100.00	\$18,480.00	\$4,620.00
300.4: Office Supplies and Subscriptions	\$1,500.00	\$1,200.00	\$300.00
Totals:	\$45,400.00	\$36,320.00	\$9,080.00

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 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

Policy Board Chair
Title

June 16, 2026
Date

North Dakota Department of Transportation


Signature

Local Government Engineer
Title

6/17/2026
Date

BISMARCK-MANDAN MPO ACTIVITIES SUPPORTING TITLE VI

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

Title VI of the Civil Rights Act of 1964

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

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

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

Title VI and the Bismarck-Mandan MPO Public Participation Plan

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

The PPP indicates that meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Contact

information for the Title VI/ADA Coordinator is provided on MPO meeting agendas and on the MPO webpage to ensure accessibility by individuals with disabilities to request appropriate provisions, auxiliary aids, or services for meeting facilities or materials. Forms, along with complete instructions, to request reasonable 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. Consultants and other firms interested in providing services to the MPO are notified in the request for proposal to prepare final deliverables that are WCAG compliant. RFPs state: "All deliverables, including PDFs, web pages, interactive features, and multimedia content, shall conform to WCAG 2.1 Level AA success criteria, available here: <https://www.w3.org/TR/WCAG21/>. Documents will require an accessibility check report from a tool such as [PAC 2026](#), Adobe Acrobat's built-in checker, or similar." 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.

[illegible]

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
	\$910,941.80	\$728,753.44	\$182,188.36	\$132,539.56	\$17,494.40	\$13,120.80	\$16,846.80	\$2,186.80	\$0.00	\$910,941.80		
AMENDMENT SUMMARY: Net Change												
	100%	80%	20%	20%	No Share Provided					100%		
TASK 100: ADMINISTRATION	\$360,881.80	\$288,705.44	\$72,176.36	\$72,176.36						\$360,881.80		
100.1 Staff Wages and Benefits	\$360,881.80	\$288,705.44	\$72,176.36	\$72,176.36						\$360,881.80		Yes
AMENDMENTS:												
		-	-	-						-		
		-	-	-						-		
	100%	80%	20%	12.0%	4.0%	3.0%	0.5%	0.5%	Variable	100%		
TASK 200: PROFESSIONAL SERVICES/ VENDORS/ CONSULTANTS	\$504,660.00	\$403,728.00	\$100,932.00	\$51,763.20	\$17,254.40	\$12,940.80	\$16,816.80	\$2,156.80	\$0.00	\$504,660.00		
200.28.01 ATAC Annual Master Agreement Fee	\$10,000.00	\$8,000.00	\$2,000.00	\$1,200.00	\$400.00	\$300.00	\$50.00	\$50.00	\$0.00	\$10,000.00		
200.28.02 Morton County Future Land Use Plan/Map Update	\$73,300.00	\$58,640.00	\$14,660.00	\$0.00	\$0.00	\$0.00	\$14,660.00	\$0.00	\$0.00	\$73,300.00		Yes
200.28.03 TDMSE/MTP 2055 Update	\$252,000.00	\$201,600.00	\$50,400.00	\$30,240.00	\$10,080.00	\$7,560.00	\$1,260.00	\$1,260.00	\$0.00	\$252,000.00		Yes
200.28.04 Aerial Photography/LIDAR Project	\$169,360.00	\$135,488.00	\$33,872.00	\$20,323.20	\$6,774.40	\$5,080.80	\$846.80	\$846.80		\$169,360.00		
										\$0.00		
AMENDMENTS:												
	100%	80%	20%	20%	Share for Government Partners Membership					100%		
TASK 300: CAPITAL, OPERATIONAL AND TRAVEL EXPENSES	\$45,400.00	\$36,320.00	\$9,080.00	\$8,600.00	\$240.00	\$180.00	\$30.00	\$30.00	\$0.00	\$45,400.00		
300.1 Rental Space	\$16,800.00	\$13,440.00	\$3,360.00	\$3,360.00						\$16,800.00		
300.2 Lodging and Associated Travel Expenses	\$4,000.00	\$3,200.00	\$800.00	\$800.00						\$4,000.00		
300.3 Office Operations	\$23,100.00	\$18,480.00	\$4,620.00	\$4,140.00	\$240.00	\$180.00	\$30.00	\$30.00		\$23,100.00		
300.4 Office Supplies and Subscriptions	\$1,500.00	\$1,200.00	\$300.00	\$300.00						\$1,500.00		
AMENDMENTS:												


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Fringe Area Roads Master Plan Update Monthly Progress Report #9

Submission Date:

July 13, 2026

Performance Period:

July 1 – July 31, 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 June 30, 2026. The total fee for work completed during this time period is \$9,268.80. A brief overview of the project progress is provided below.

Tasks complete to date:

Task	% Billed	% Complete
Task 1: Discovery, Outreach, and Engagement	98.3%	95%
Task 2: Assessing Technical Needs	100%	100%
Task 3: Balancing Needs with Community Priorities	100%	100%
Task 4: Final Deliverables	95%	92%
Total:	95%	95%

Summary of Activities Within Invoice Period:

Task 1: Discovery, Outreach, and Engagement

- Continued coordination with BMMPO for project management.

Task 2: Assessing Technical Needs

- Work is completed.

Task 3: Balancing Needs with Community Priorities

- Further developed concepts on focus areas/hotspots, including exploration of alternative alignments and intersection/interchange locations. These were included in draft materials that the project Steering Committee reviewed, providing comments for the team that have resulted in a revised draft.

Task 4: Final Deliverables

- Continued development of report deliverables and other public-facing products.
- Development of online map tool to allow public review and comment.

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:

- BMMPO and consultant team received comments from project Steering Committee members and resolved multiple individual issues and questions.

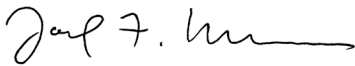
Out of Scope Services:

- 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

August 2026 Updates for MPO Technical Advisory Committee and Policy Board

Overview

The study team is moving toward completion with development of a draft report. The project Steering Committee has provided comments to the study team as of the end of July, and BMMPO plans to begin a public comment period during the week of August 10.

SUMMARY OF UPDATES

Based on this feedback, the following changes have been made to the public draft.

- **Arterial-collector candidates retained from previous FARMP.** Based on feedback from the TAC and Steering Committee, the plan will keep a structure of arterial and collector candidates similar to the last version of the FARMP, with arterials spaced approximately every mile (roughly following section-line alignments in less urbanized parts of the region) and collectors creating connections between these arterials. This is preferred due to the greater flexibility allowed for future roadway needs.
- **Northern Bridge and the Beltway concept.** The Beltway, as studied in previous BMMPO efforts, is mentioned for reference and generally considered to be superseded by the FARMP and a network of major regional corridors providing a similar function. **The intent of doing this is to ‘sunset’ the Beltway concept and allow continued buildout and expansion of the region’s road network to accommodate a higher-capacity mobility corridor serving emerging growth areas.**

A key component of this is the Northern Bridge over the Missouri River, which is not currently programmed for funding or assigned a timeline for implementation. However, it is mentioned in the FARMP to note that the consideration of this project has implications on the road network leading to it, some of which are explored in this FARMP.

- **MPO Review on Major Regional Corridors.** The FARMP proposes a new system in which the MPO will have a voice in development review in a limited number of circumstances. However, based on Steering Committee feedback, the plan will not make this complicated (and it is not intended to add steps or obligations to make development more difficult). This will follow steps as described below:

- If a development on a MRC link leads to MPO review and comment, the TAC determination can be shared with the Policy Board in the same month, not waiting until a subsequent month.
- BMMPO staff work closely with the City of Bismarck, and may seek early involvement in the development review processes of other jurisdictions as well. This can allow development review discussions and activities to catch potential challenges or areas of concern soon and address them in the process.
- While documenting FARMP amendments is important, they do not have to follow the current process of documentation and can be provided to the BMMPO on a periodic basis as staff determine works best (such as once or twice per year).

REGIONAL FOCUS AREAS AND SETTING PREFERENCES

As discussed in previous updates, 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. The draft report presented options for these but did not intend to recommend a preferred alternative, since the team does not currently have the benefit of considering development applications. Based on conversations the team has had with member jurisdictions, these focus areas seem to be received differently and serving different purposes from one jurisdiction to the next.

The consensus developed among the Steering Committee and project team is that no decision needs to be made in the FARMP at the time of its publication, and local governments can make decisions at the time of development applications that require committing to a road alignment in affected areas.

NEXT STEPS FOR THE TAC and POLICY BOARD

- The TAC members who are also on the Steering Committee will provide valuable overlap to help inform larger TAC discussions on how the plan's direction has evolved and how feedback from the Steering Committee has shaped this.
- Our schedule of a public review/comment period has been moved out one month, with this public comment to wrap up in September. **This would put presenting the plan to member jurisdiction legislative bodies in October, with TAC and Policy Board final adoption presentations October 19 and 20 (respectively). This is still the schedule the team is following.**
- The September 2026 update to the TAC and Policy Board will take effect just as a planned public comment period ends, meaning that updates will likely be brief.

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2026 Transit Development Plan Monthly Progress Report

Performance Period:

July 1-31, 2026

Project:

2026 Transit Development Plan

BMI Project No.

25X.141188.000

Recipient:

Bismarck-Mandan MPO

Prime Consultant:

Bolton & Menk

Dear Paulette,

Enclosed is Bolton & Menk's invoice for the 2026 Transit Development Plan. A brief overview of the project progress is provided below.

Task	% Billed	% Complete
1. Project Management	27%	10%
2. Community Involvement	17%	10%
3. Existing Conditions Evaluation	62%	60%
4. Future System Needs	0%	0%
5. Policy Guidance & Federal Requirements	0%	0%
6. Plan Development	0%	0%

Summary of Activities Within Invoice Period

Task 1: Project Management

- Coordinated and held Project Management Team (PMT) meeting on 7/1
- Sub-consultant coordination
- Presented at MPO TAC and Policy Board meetings in June

Task 2: Community Involvement

- Stakeholder and Public Engagement Plan created.
- Stakeholder contact list compiled
- Steering Committee roster created and first meeting scheduled for August

Task 3: Existing Conditions Evaluation

- Continued analysis of existing conditions data. To date, the analysis has included a review of historical ridership data, NTD annual reporting metrics, previous survey data, on-time performance, fleet and facilities information, and demographic data for the Bis-Man Transit service area.
- Began drafting the existing conditions evaluation section for the final report.

Task 4 – Future System Needs

- No activity during this time period.

Task 5 – Policy Guidance & Federal Requirements

- No activity during this time period.

Task 6 – Plan Development

- No activity during this time period.



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& MENK**

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2026 Transit Development Plan Monthly Progress Report (cont.)

Required Action by BMMPO:

- None in this reporting period.

Problems Encountered:

- None in this reporting period.

Summary of Project Decisions:

- Confirmed representation on the Steering Committee and scheduled the first meeting for August 19th.

Out of Scope Services:

- None in this reporting period.

If you have any questions, please do not hesitate to contact me at (952) 256-0976.

Sincerely,

Bolton & Menk, Inc.

Aaron Bartling
Senior Transit Planner



DATE: August 7, 2026

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

SUBJECT: Traffic Data Collection & Analysis Project Update

ACTION REQUIRED: No action required.

DETAILS

The Traffic Data Collection & Analysis project will be conducted over the course of 3 months with a not to exceed budget of \$37,000. The project will capture traffic data collection, including traffic volumes at select intersections and segments within Bismarck/Burleigh County, and in some cases, turn movements and pedestrian counts. Additionally, the newly collected and processed data, along with data previously collected through other means and agencies in 2024, 2025, and 2026, will be compiled for ease of access and use by the MPO and its partner jurisdictions.

The RFP, released in July, included a proposal submittal deadline of August 14, 2026. An update will be provided to the MPO TAC and Policy Board at their meetings regarding responses to the RFP and potential next steps.

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

kriepl@bismarcknd.gov | 701.355.1844