



FY 2026-2029

TRANSPORTATION IMPROVEMENT PROGRAM

FINAL

RESOLUTION

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 2026 through 2029.

BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization certifies that the requirements of 23 CFR 450.336 and the IIJA Act (Pub. L. 117-58) are met.

Dated this 21 day of October, 2025



Chair
Bismarck-Mandan
Metropolitan Planning Organization

10/21/25

Date

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TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The Transportation Improvement Program (TIP) for the Bismarck-Mandan Planning Area shows the significant transportation system improvements to be implemented during the next four years. The 2026-2029 TIP is prepared as a requirement of the Federal-aid planning process.

The requirements of 23 CFR 450.326 stipulate each MPO must develop a TIP and project selection must be performed in cooperation with MPOs. Similarly, the local TIP must be developed in cooperation with the State. While federal regulations require this document be updated every four years, the Bismarck-Mandan MPO updates the TIP annually. The duration of the TIP is four federal fiscal years. To remain consistent with these requirements, projects programmed for 2026 are considered the Annual Element and are priority 1. Program Years 2027 and 2028 and 2029 are designated as future year projects and are priority 2, 3, and priority 4 respectively.

The projects which comprise the TIP were developed, studied, and evaluated as part of the Metropolitan “3C” Transportation Planning Processes which has been established in the Bismarck-Mandan Planning Area. The TIP may be modified at any time consistent with the procedures established for its development and consistent with the appropriate sub-plan or element of the Transportation Plan.

The projects selected for inclusion in the TIP are based upon MPO review, local prioritization and funding factors, NDDOT prioritization and funding considerations, as well as consistency with the 2025-2050 Metropolitan Transportation Plan, as determined by the MPO. Figure 1 shows a flowchart of the typical schedule of development for the TIP.

It is intended that the 2026-2029 TIP is compliant with the requirements of the Infrastructure Investment and Jobs Act (IIJA) and is supportive of state and local interests. The following three paragraphs discuss efforts undertaken to incorporate a variety of local initiatives into the planning process, namely, Complete Streets, Public Involvement, and the use of Data in Transportation Planning.

The MPO will work cooperatively with its local jurisdictions, to ensure complete streets concepts are incorporated into its planning projects. Complete streets refer to the development of streets and transportation networks that prioritize the safety, comfort, and access to destinations for all transportation users, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. Each complete street is unique and developed to best serve its community context. The TIP includes projects with complete streets elements.

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The MPO has made efforts to increase meaningful public involvement in the transportation planning process. These efforts have included making public meetings available virtually, encouraging MPO consultants to utilize virtual tools and illustrations to educate and communicate with the public, and continually updating its online platforms. The MPO continues

to use traditional outreach tools to ensure public participation from those without access to computers and mobile devices can engage in the public participation process.

The MPO strives to share and manage data in an efficient and equitable manner throughout the transportation planning process. A major goal of the MPO is to gather relevant transportation data for local, state, and federal partners, as well as the public. The MPO actively collects pavement conditions data, traffic turning movement counts, orthophotography and lidar, and socio-economic and demographic data for the MPO area. The MPO also draws upon the outcomes of past studies and projects in order improve its policy and decision-making.

23 U.S.C. Sec. 134 indicates that projects in the MPO area which are funded with federal assistance must be included in a Transportation Improvement Program (TIP) and approved by the Metropolitan Planning Organization (MPO).

MPO staff worked with the local communities, the local transit agency, and the State Department of Transportation to prepare the FY 2026-2029 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

In November 2023, the MPO adopted a Transit Development Plan (TDP) update for Bis-Man Transit, who brokers the current transit system.

The current MPO Public Participation Plan was followed in developing this TIP. A copy of the Public Participation Plan is available upon request at the MPO office:

Bismarck-Mandan Metropolitan Planning Organization
221 N 5th Street/ P.O. Box 5503
Bismarck, ND 58506-5503
(701) 355-1840

Or online: <http://bismarcknd.gov/1225/Public-Participation-Plan>

The Transportation Improvement Program (TIP) development process provides an opportunity for discussing and receiving input on the various transportation projects under consideration.

TIP Project Selection Process

Project selection for the 2026-2029 TIP was accomplished in coordination with local jurisdictions, MPO partner agencies, and NDDOT for the following grant programs: Urban Roads, Urban Regional, Urban Grant, Urban Rail/Highway Crossing Safety, Highway Safety Improvement Program (HSIP), and Transportation Alternatives (TA).

Project selection begins with a solicitation notice from the MPO to the jurisdictions and/or partner agencies. Ideally, NDDOT solicitation precedes this notice, but it may occur afterward. Local agencies select their projects, prepare applications, and have their applications approved by their local boards.

Upon submittal to the MPO, MPO staff ensures the proposed projects are compliant with the Metropolitan Transportation Plan (MTP). This occurs by reviewing the goals and objectives of the MTP to establish a project's 'goodness of fit' (as with Urban Rail Projects), or by scoring projects against the MTP goals and objectives specifically selected to prioritize the projects of a given grant program (all other programs).

Points assigned from goal and objective review may be combined with a subcommittee scoring (as in TA or Urban Regional projects) for a suggested ranking to the MPO Technical Advisory Committee and Policy Board. Alternatively, scores may be forwarded to the MPO boards for information only (as with HSIP, Urban Roads, and Urban Grant projects). Projects approved by the boards are forwarded to NDDOT along with a Policy Board approved ranking, as available.

NDDOT subsequently reviews project applications, awards funding, and notifies the local agency and MPO of the award. Projects are thus considered 'programed' and are added into the Draft TIP. The TIP also includes projects identified, selected, and programmed by NDDOT outside of the MPO's regular grant programs (such as bridge and highway projects). Further, the MPO coordinates with the local transit agency for transit projects, and with its local jurisdictions for any Projects of Local Importance (PLI). The Draft TIP is then reviewed by the public as well as State and Federal oversight. Revisions are made as necessary based on comments received. The Final TIP is submitted for consideration and adoption by the MPO boards, and forwarded to the NDDOT, FHWA, and FTA for final approval. The general timing of this process is detailed in Figure 1.

TIP Revisions

Amendments and Modifications are the two types of TIP Revisions defined by 23 CFR 450.328. The MPO TIP will be amended or modified when there are project changes to the first programming year, known as the in-year. For the 2026-2029 TIP, this is 2026. Out-year programs will be updated with each annual TIP update.

TIP Amendments will be released for a 15-day public comment period for changes that include the following:

- Major scope changes (including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/lane/intersection/route)
- Significant cost increases (greater than or equal to 25% of the total project cost)
- Adding new projects or removing projects in the TIP
- Capacity-increasing projects
- Any other projects that have the potential to affect the fiscal constraint of the MTP

The MPO will host a public hearing and publish a legal notice or advertisement in the Bismarck Tribune at least 15 days prior to the public meeting for project changes meeting any of the above cited criteria. The day of publication does not count toward the 15-day requirement; however, the final day of the comment period does count toward the required minimum.

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

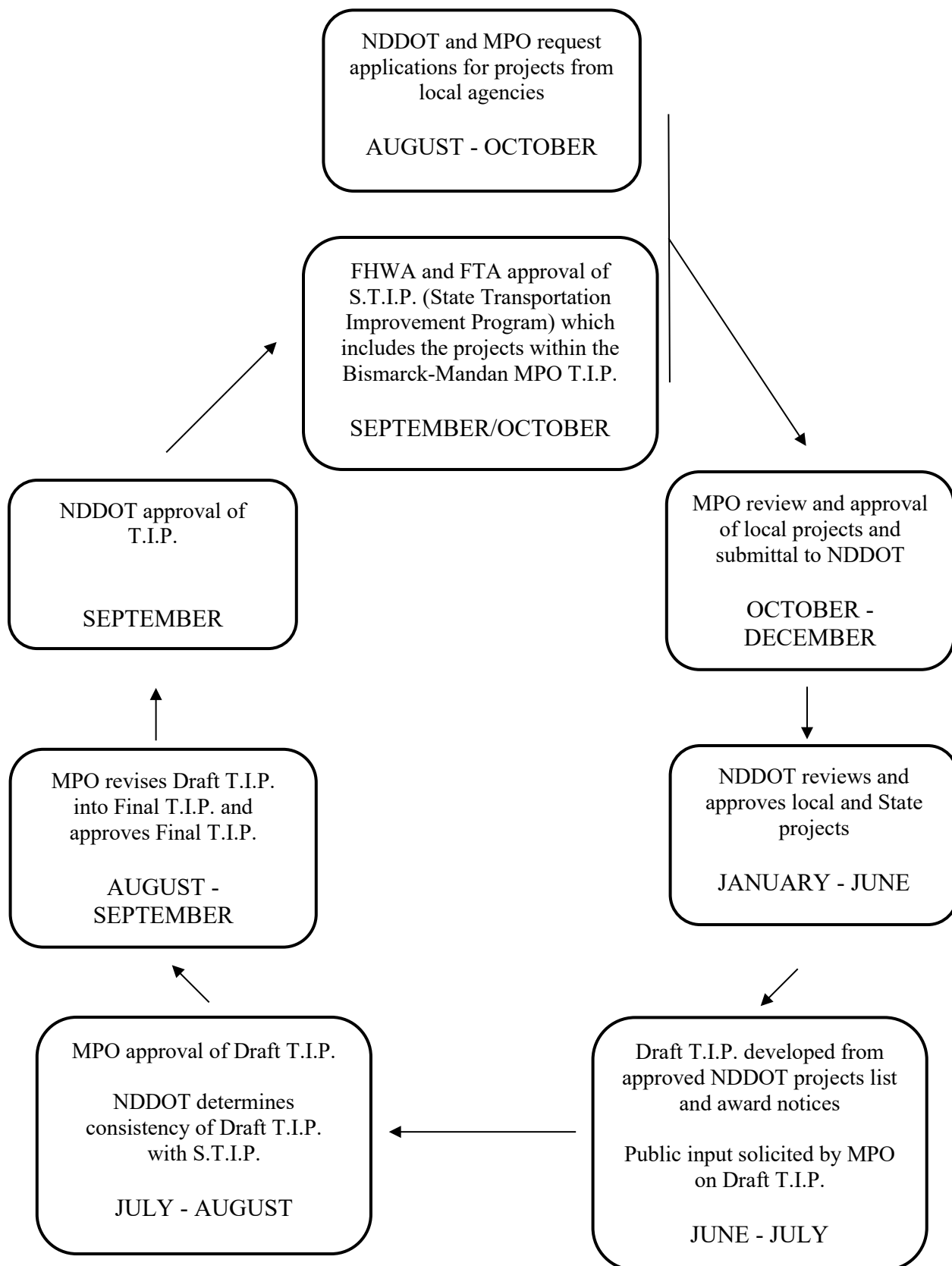
TIP Amendments will require MPO Policy Board approval. Less significant TIP Revisions which do not meet the thresholds of a TIP Amendment are considered Administrative Modifications.

TIP Administrative Modifications include the following:

- Minor scope changes
- Change in construction and/ or funding year, without significant cost increase or major scope change
- Minor cost changes (any decrease of total project cost or an increase less than 25% of the total project cost)
- Notice of advance construction by a local agency
- Change, addition, or deletion to the project phasing of a Regionally Significant Project (RSP) or the Annual Lump-Sum Project Phase Estimates.

The MPO TAC and Policy Board, as well as NDDOT, FHWA, and FTA, will be notified regarding TIP Administrative Modifications. Public notification is not required for a TIP Administrative Modification. Modifications will be considered complete upon document development by MPO staff, and the public, MPO boards, and MPO oversight will be notified of the TIP Administrative Modification(s) at the soonest opportunity for public meeting.

General BMMPO TIP Process (Figure 1)



2026-2029

ROADWAY IMPROVEMENT PROJECT LIST

PROJECT FUNDING YEAR 2026
ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	26.1.01	Safety - Bismarck 19th St and Century Ave (19th St and Century Ave Intersection east/west and north/south turn lanes) (Reconstruct the east/west and north/south turn lanes to remove the existing negative offset, signal work)	\$1,433,525	\$1,160,152	\$0	\$273,373 (Bismarck)	HEU	23645	NA	
BISMARCK	26.1.02	*Urban Roads - Bismarck S Washington St (Burleigh Ave to drainage ditch, and Burleigh Ave from S Washington St to Boston Dr) (Widening from 2 to 3 lanes, Reconstruction)	\$18,510,930	\$2,177,455 in \$2,322,545 FY 2025	\$0	\$14,010,930 (Bismarck)	NHU	23859	2024	
MANDAN	26.4.01	Transportation Alternatives - Mandan High School Trail (8th Ave NW from 24th St NW to 27th St NW) (Pedestrian Trail Construction)	\$484,213	\$391,874	\$0	\$92,339 (Mandan)	TAU	24407	2026	
MANDAN	26.4.02	Urban Grants Project - Mandan Downtown (Phase 1) (1st St NW from 6th Ave NW to 4th Ave NW, 5th Ave NW from 1st ST NW to 2nd St NW, & 4th Ave NW from Main St to 2nd St NW) (Reconstruction, with beautification elements, storm sewer, sidewalks, and LED lighting)	\$4,461,410	\$2,356,000	\$0	\$2,105,410 (Mandan)	UGP-CPU	24136	NA	
NDDOT	26.6.02	^{MPO} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange, westbound) (Fencing, PCC Pave, related to 25.6.09)	\$31,971,081	\$28,773,973	\$3,197,108	\$0 (Burleigh)	IM	22958	NA	
NDDOT	26.6.03	Urban Regional - Bismarck Expressway (Main Ave to end of asphalt) (Microsurfacing, pavement marking)	\$129,612	\$104,895	\$11,756	\$12,961 (Bismarck)	NHU	24403	NA	
NDDOT	26.6.04	Urban Regional - Bismarck Expressway (12th St to Main Ave) (Microsurfacing, pavement marking)	\$1,492,938	\$1,208,235	\$135,409	\$149,294 (Bismarck)	NHU	24404	NA	
NDDOT	26.6.05	Urban Regional - Bismarck ND 1804 (Bismarck Expressway to 48th Ave SE) (Microsurfacing, pavement marking)	\$2,173,510	\$1,759,022	\$197,137	\$217,351 (Bismarck)	NHU	24405	NA	
NDDOT	26.6.07	Bridge - I-94 (2 miles west of US 83 N) (Approach Slabs, Spall Repair, Expansion Joint Modifications)	\$520,000	\$468,000	\$52,000	\$0 (Bismarck)	IM	23769	NA	
NDDOT	26.6.08	Bridge - I-94 (5 miles east of ND 25, eastbound) (Structure Repair)	\$500,000	\$450,000	\$50,000	\$0 (Mandan)	IM		NA	
NDDOT	26.6.09	Bridge - I-94 (5 miles east of ND 25, westbound) (Structure Repair)	\$500,000	\$450,000	\$50,000	\$0 (Mandan)	IM		NA	
NDDOT	26.6.10	^{MPO} Rural - ND 1804 (Various locations along ND 1804) (Culvert Rehab)	\$775,000	\$627,207	\$147,793	\$0 (Multiple)	SS		NA	
NDDOT	26.6.11	^{MPO} Rural - Statewide ITS equipment (Statewide ITS project including 3 locations along I-94 within the MPO area) (ITS equipment maintenance, road weather-DMS & ESS)	\$1,235,635	\$1,000,000	\$235,635	\$0 (Multiple)	IM	24565	NA	
LINCOLN PARK DISTRICT	26.7.01	Transportation Alternatives - 66th St SE (66th St SE from Santee Rd to just south of Humbert Rd) (New gravel pathway with ADA compliant crossings)	\$129,907	\$103,840	\$0	\$25,967 (LPD)	RTP		NA	

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

*Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2027

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	27.1.01	Safety - Bismarck S Washington St (S Washington St and W Bowen Ave Intersection) (Remove existing traffic signal, install raised median island & RRFB crossing)	\$140,000	\$126,000	\$0	\$14,000 (Bismarck)	HEU	24625	NA	
BISMARCK	27.1.02	*Urban Grants Project - Bismarck Front Ave, 3rd St, and 5th St (Front Ave from Mandan St to 9th St, 3rd St from Front Ave to Main Ave, 5th St from Bowen Ave to Main Ave) (Mill & Overlay, curb, gutter, & sidewalk repairs, ADA ramps, pavement markings, LED lighting, street trees, bike racks, traffic signal improvements, signing, curb extensions, & bus shelter pads)	\$3,056,000	\$1,610,000	\$0	\$1,446,000 (Bismarck)	UGP-CPU	24127	NA	
BISMARCK	27.1.03	Transportation Alternatives - Sunrise Trail (East Century Ave to Sunrise Park) (New trail connection with drainageway crossing, Bismarck Parks & Rec is also partnering on project)	\$591,800	\$478,944	\$0	\$118,360 (Bismarck)	TAU		NA	
MANDAN	27.4.01	Transportation Alternatives - 3rd St SE (6th Ave SE to 3rd Ave SE) (Sidewalk Installation)	\$254,689	\$206,120	\$0	\$48,569 (Mandan)	TAU		NA	
MANDAN	27.4.02	Urban Roads - Mandan 8th Ave NW and 27th St N (8th Ave NW from 24th St NW to 27th St N, and 27th St from 8th Ave to ND 1806) (Reconstruction)	\$5,000,000	\$4,000,000	\$0	\$1,000,000 (Mandan)	SU	24440	NA	
NDDOT	27.6.01	^{MPO} Rural - ND 1806 (From I-94 north approximately 10.845 miles) (Chip Seal Coat)	\$650,913	\$526,784	\$124,129	\$0 (Morton)	NH		NA	
NDDOT	27.6.02	Urban Regional - Bismarck 7th St/ 9th St (7th St from Broadway Ave to Front Ave, 9th St from Main Ave to Front Ave) (CPR, Grinding, Curb Ramps)	\$1,674,952	\$1,355,539	\$151,918	\$167,495 (Bismarck)	NHU	23743	NA	
NDDOT	27.6.03	Urban Regional - Bismarck State St (tied to 27.6.04) (7th St to Divide Ave) (CPR, Grinding, Curb Ramps)	\$1,485,702	\$1,202,379	\$114,725	\$168,598 (Bismarck)	NHU-SU	23742	NA	
NDDOT	27.6.04	Urban Roads - Bismarck Boulevard Ave (tied to 27.6.03) (6th St to 7th St) (CPR, Grinding, Curb Ramps)	\$329,852	\$266,949	\$0	\$62,903 (Bismarck)	SU	23747	NA	
NDDOT	27.6.05	Urban Regional - Mandan ND 1806 (3rd St SE to 19th St SE) (Mill & Overlay)	\$2,187,846	\$1,770,623	\$198,438	\$218,785 (Mandan)	NHU	24230	NA	
NDDOT	27.6.06	Bridge - I-94 (4 miles west of US 83 N) (Spall Repair, Structure/Incidentals)	\$27,040	\$24,336	\$2,704	\$0 (Mandan)	IM		NA	
NDDOT	27.6.07	*Safety - Bismarck Expressway & Main Ave (Bismarck Expressway & East Main Ave Intersection) (Construction of north & southbound right turn lanes, traffic signal & lighting improvements)	\$934,000	\$841,000	\$0	\$93,000 (Bismarck)	HEU		NA	
NDDOT	27.6.08	Urban Regional - Bismarck 7th St and 9th St (7th St from Expressway to Front Ave and Broadway Ave to Blvd Ave, 9th St from Blvd to Broadway) (Microsurfacing, pavement marking)	\$814,000	\$658,770	\$73,830	\$81,400 (Bismarck)	NHU	24406	NA	
NDDOT	27.6.09	Urban Regional - Bismarck 9th St (Bismarck Expressway to Front Ave) (Microsurfacing, pavement marking)	\$163,213	\$132,088	\$14,804	\$16,321 (Bismarck)	NHU	24402	NA	
NDDOT	27.6.10	Bridge - I-94B (2 miles east of Mandan, ramp next to Memorial Highway Interchange) (Structure Paint)	\$175,479	\$157,931	\$17,548	\$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.11	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, East Bound) (Structure Paint, Structure Items)	\$497,190	\$447,471	\$49,719	\$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.12	Bridge - I-194 (1 mile southeast of Junction 194, Memorial Highway Interchange, West Bound) (Structure Paint, Structure Items)	\$497,190	\$447,471	\$49,719	\$0 (Mandan)	NH	23898	NA	
NDDOT	27.6.13	Bridge - I-194 (Burlington Northern RR Overhead Separation) (Structure Paint, Structure Items, Spall Repairs)	\$292,465	\$263,218	\$29,247	\$0 (Mandan)	IM	23898	NA	
NDDOT	27.6.14	Bridge - I-94 (5 miles west of US 83 N, East Bound) (Structure Repair)	\$312,000	\$280,800	\$31,200	\$0 (Mandan)	IM		NA	
NDDOT	27.6.15	Bridge - I-94 (5 miles west of US 83 N, West Bound) (Structure Repair)	\$312,000	\$280,800	\$31,200	\$0 (Mandan)	IM		NA	
NDDOT	27.6.16	Bridge - I-94 (3 miles west of US 83 N) (Structure Repair)	\$312,000	\$280,800	\$31,200	\$0 (Mandan)	IM		NA	
NDDOT	27.6.17	Bridge - I-94B (Memorial Bridge between Bismarck and Mandan) (Deck Overlay, Structure Paint, Joint Repair, Structural Incidentals, Rdwy Expansion, Surface Finish, etc)	\$6,500,000	\$5,260,450	\$589,550	\$650,000 Bismarck/Mandan	NH	22902	NA	

* 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 2028

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	28.1.01	Safety - I-94 Eastbound Ramp (I-94 EB Ramp/Schafer St and Divide Ave/Tyler Parkway Intersection) (Pavement markings, signage, left-turn lane realignment, signal replacement)	\$80,000	\$72,000	\$0	\$8,000 (Bismarck)	HEU	24626	NA	
BISMARCK	28.1.02	Urban Roads - Bismarck S 12th St and Burleigh Ave (12th St from Santa Fe Ave to Burleigh Ave, and Burleigh Ave from Tavis Rd to Washington St) (Mill & Overlay)	\$942,000	\$753,600	\$0	\$188,400 (Bismarck)	SU	24439	NA	
NDDOT	28.6.01	Safety - Yegen Road/University Dr (Yegen Rd and University Dr/ND 1804 Intersection) (Install Intersection Lighting)	\$165,000	\$148,500	\$0	\$16,500 (Bismarck)	HEN		NA	
NDDOT	28.6.02	Urban Regional - Bismarck Expy (Washington St to 26th St) (Traffic Signals, planned to be constructed with 28.6.03)	\$5,422,000	\$4,388,025	\$491,775	\$542,200 (Bismarck)	NHU	23741	NA	
NDDOT	28.6.03	Urban Roads - Bismarck Washington St (S Washington St and Denver Ave) (Traffic Signals, planned to be constructed with 28.6.02)	\$678,000	\$548,705	\$0	\$129,295 (Bismarck)	NHU	23741	NA	
NDDOT	28.6.04	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, West Bound) (Structure Paint)	\$394,779	\$355,301	\$39,478	\$0 (Bismarck)	IM	22644	NA	
NDDOT	28.6.05	Bridge - I-94 (1 mile east of US 83 North, RR Hay Creek, East Bound) (Structure Paint)	\$394,779	\$355,301	\$39,478	\$0 (Bismarck)	IM	22644	NA	
NDDOT	28.6.06	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, East Bound) (Structure Paint)	\$328,984	\$296,086	\$32,898	\$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.07	Bridge - I-94 (6 miles east of ND 25, Collins Ave Overpass, West Bound) (Structure Paint)	\$328,984	\$296,086	\$32,898	\$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.08	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	\$328,984	\$296,086	\$32,898	\$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.09	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	\$328,984	\$296,086	\$32,898	\$0 (Mandan)	IM	22644	NA	
NDDOT	28.6.10	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, West Bound) (Structure Paint)	\$146,232	\$131,609	\$14,623	\$0 (Mandan)	IM		NA	
NDDOT	28.6.11	Bridge - I-94 (5 miles west of US 83 North, Mandan Ave/Refinery Road Interchange, East Bound) (Structure Paint)	\$146,232	\$131,609	\$14,623	\$0 (Mandan)	IM		NA	
NDDOT	28.6.12	Bridge - I-94 (3 miles west of US 83 North, East Bound) (Structure Paint)	\$324,480	\$292,032	\$32,448	\$0 (Mandan)	IM		NA	

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

*Pending Availability of Federal Funds

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

PROJECT FUNDING YEAR 2029

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BISMARCK	29.1.01	*Safety - Bismarck Lincoln Rd & Yegen Rd (Lincoln Rd & Yegen Rd Intersection) (Construction of a Roundabout)	\$3,000,000	\$2,700,000	\$0	\$300,000 (Bismarck)	HEU		NA	
MANDAN	29.4.01	**Urban Roads - Mandan Old Red Trail (40th Ave NW to 56th Ave NW) (Reconstruction)	\$5,650,000	\$4,520,000	\$0	\$1,130,000 (Mandan)	SU	24025	NA	
MANDAN	29.4.02	Urban Regional - Mandan ND 1806 (ND 1806/6th Ave NE Railroad Underpass) (Drainage Improvements)	\$5,650,000	\$4,572,545	\$512,455	\$565,000 (Mandan)	SU	24438	NA	
NDDOT	29.6.01	Urban Regional - Mandan I-94B (W Urban Limit to ND 6) (Selective Grading, Widening)	\$1,593,594	\$1,434,235	\$159,359	\$0 (Mandan)	NHU		NA	
NDDOT	29.6.02	Rural - Mandan I-94 (Junction Old 10 to W Urban Limit) (Selective Grading, Widening)	\$7,129,719	\$6,416,747	\$712,972	\$0 (Mandan)	IM		NA	
NDDOT	29.6.03	^{MPO} Rural - US 83 (57th Ave NW to Wilton, northbound) (Chip Seal Coat)	\$1,294,931	\$1,047,988	\$246,943	\$0 (Bis/Burl)	NH		NA	
NDDOT	29.6.04	^{MPO} Rural - US 83 (57th Ave NW to Wilton, southbound) (Chip Seal Coat)	\$1,295,010	\$1,048,052	\$246,958	\$0 (Bis/Burl)	NH		NA	
NDDOT	29.6.05	^{MPO} Rural - ND 6 (Junction 21 to Heart River, Mandan) (Chip Seal Coat)	\$1,600,121	\$1,294,978	\$305,143	\$0 (Morton)	SS		NA	
NDDOT	29.6.06	^{MPO} Rural - ND 25 (Junction I-94 north to Junction 48-Center) (Chip Seal Coat)	\$1,868,920	\$1,512,517	\$356,403	\$0 (Morton)	SS		NA	
NDDOT	29.6.07	^{MPO} Rural - ND 1806 (Near Fort Rice north to Mandan Limits) (Chip Seal Coat)	\$1,762,848	\$1,426,673	\$336,175	\$0 (Man/Mort)	SS		NA	
BISMARCK	29.6.08	Urban Regional - Bismarck 7th St & 9th St (Intersections of 7th St/Boulevard Ave & 9th St/Boulevard Ave) (Traffic Signals)	\$1,186,210	\$960,000	\$107,589	\$118,621 (Bismarck)	NHU		NA	

* 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.

ANNUAL PROJECT PHASE COST ESTIMATES FOR NON-REGIONALLY SIGNIFICANT PROJECTS

(Estimated by Year)

YEAR	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	AMENDMENT/ MODIFICATION (Date)
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	\$435,000	\$50,000	\$47,000	\$532,000	
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	\$368,000	\$41,000	\$75,000	\$484,000	
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	\$74,000	\$9,000	\$15,000	\$98,000	
2026	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	\$435,000	\$50,000	\$47,000	\$532,000	
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	\$815,000	\$75,000	\$75,000	\$965,000	
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	\$150,000	\$50,000	\$35,000	\$235,000	
2027	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	
2028	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	
2029	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Preliminary Engineering (PE)	NA	NA	NA	NA	
2029	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Right of Way (ROW)	NA	NA	NA	NA	
2029	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Utilities	NA	NA	NA	NA	
2029	Annual Lump Sum for Non-Regionally Significant Projects Project Phase: Construction and Construction Engineering (CE)	NA	NA	NA	NA	

Note: No projects in the 2026-2029 TIP were identified as RSP.

Above estimates are provided by NDDOT, based on spreadsheets maintained for their planning and construction purposes.

2026-2029

TRANSIT IMPROVEMENT PROJECT LIST

Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2026	2027	2028	2029	Total
1 11.71.12	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	CCOC - Operating costs associated with the operations contract.	Fed State Local Total	\$1,521,395 \$0 \$380,349 \$1,901,744	\$1,551,823 \$0 \$387,956 \$1,939,779	\$1,582,860 \$0 \$395,715 \$1,978,575	\$1,614,517 \$0 \$403,629 \$2,018,146	\$6,270,595 \$0 \$1,567,649 \$7,838,244
2 11.7A.00	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	PM - Preventative maintenance on transit vehicles and facility	Fed State Local Total	\$91,800 \$0 \$22,950 \$114,750	\$94,554 \$0 \$23,639 \$118,193	\$97,391 \$0 \$24,348 \$121,738	\$100,312 \$0 \$25,078 \$125,390	\$384,057 \$0 \$96,014 \$480,071
3 30.09.01	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	OPR - Operating assistance for fixed route and elderly/disabled service	Fed State Local Total	\$584,734 \$410,000 \$584,734 \$1,579,468	\$596,429 \$422,300 \$596,429 \$1,615,157	\$608,357 \$434,969 \$608,357 \$1,651,684	\$620,524 \$448,018 \$620,524 \$1,689,067	\$2,410,044 \$1,715,287 \$2,410,044 \$6,535,376
4 11.32.07	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	SEC - Public transportation security projects	Fed State Local Total	\$22,201 \$0 \$5,550 \$27,752	\$22,645 \$0 \$5,661 \$28,307	\$23,098 \$0 \$5,775 \$28,873	\$23,560 \$0 \$5,890 \$29,450	\$91,505 \$0 \$22,876 \$114,381
5 11.42.06 11.42.20 11.12.04	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339) 80/20; 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local Total	\$755,050 \$0 \$135,950 \$891,000	\$1,190,000 \$0 \$210,000 \$1,400,000	\$595,000 \$0 \$105,000 \$700,000	\$1,190,000 \$0 \$210,000 \$1,400,000	\$3,730,050 \$0 \$660,950 \$4,391,000
6	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310) 85 / 15	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	\$611,184 \$0 \$107,856 \$719,040	\$646,000 \$0 \$114,000 \$760,000	\$161,500 \$0 \$28,500 \$190,000	\$0 \$0 \$0 \$0	\$1,418,684 \$0 \$250,356 \$1,669,040
7	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	\$217,400 \$0 \$217,400 \$434,800	\$221,748 \$0 \$221,748 \$443,496	\$226,183 \$0 \$226,183 \$452,366	\$230,707 \$0 \$230,707 \$461,413	\$896,038 \$0 \$896,038 \$1,792,075
8	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80 / 20	Mobility Manager salary assistance	Fed State Local Total	\$31,920 \$0 \$7,980 \$39,900	\$33,516 \$0 \$8,379 \$41,895	\$35,192 \$0 \$8,798 \$43,990	\$36,951 \$0 \$9,238 \$46,189	\$137,579 \$0 \$34,395 \$171,974

2026-2029

EXPENSE/REVENUE SUMMARY

FY 2026 - 2029 TIP

EXPENSE SUMMARY BY GEOGRAPHIC LOCATION

PROJECTS	FUNDING SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2026	Federal ⁽¹⁾ Construction)	3,482,697	103,840	2,747,874	0	0	0	6,334,411
	Federal ⁽²⁾ Preservation)	3,540,152	0	900,000	28,773,973	0	1,627,207	34,841,332
	State ⁽¹⁾ Construction)	0	0	0	0	0	0	0
	State ⁽²⁾ Preservation)	396,302	0	100,000	3,197,108	0	383,428	4,076,838
	Local ⁽¹⁾ Construction)	14,284,303	0	2,197,749	0	0	0	16,482,052
	Local ⁽²⁾ Preservation)	379,606	0	0	0	0	0	379,606
	*Other Local ⁽¹⁾ Construction)	0	25,967	0	0	0	0	25,967
	*Other Local ⁽²⁾ Preservation)	0	0	0	0	0	0	0
	PLI ⁽¹⁾ Construction)	16,090,000	0	0	0	0	0	16,090,000
	**PLI ⁽²⁾ Preservation)	0	0	0	0	0	0	0
Future Projects 2027-2029	Total (Construction/Engineering)	33,857,000	129,807	4,945,623	0	0	0	38,932,430
	Total (Preservation)	4,316,060	0	1,000,000	31,971,081	0	2,010,635	39,297,776
	Total	38,173,060	129,807	5,945,623	31,971,081	0	2,010,635	78,230,206
	Federal ⁽¹⁾ Construction)	12,033,797	0	21,149,647	0	0	0	33,183,444
	Federal ⁽²⁾ Preservation)	6,689,927	0	5,693,044	0	3,334,279	8,783,163	24,500,413
	State ⁽¹⁾ Construction)	797,802	0	1,384,786	0	0	0	2,182,588
	State ⁽²⁾ Preservation)	434,233	0	634,261	0	785,675	1,419,626	3,273,795
	Local ⁽¹⁾ Construction)	1,339,976	0	2,743,569	0	0	0	4,083,545
	Local ⁽²⁾ Preservation)	2,131,117	0	218,785	0	0	650,000	2,999,902
	*Other Local ⁽¹⁾ Construction)	0	0	0	0	0	0	0
Total	*Other Local ⁽²⁾ Preservation)	0	0	0	0	0	0	0
	PLI ⁽¹⁾ Construction)	0	0	0	0	0	0	0
	**PLI ⁽²⁾ Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	14,171,575	0	25,278,002	0	0	0	39,449,577
	Total (Preservation)	9,255,277	0	6,546,090	0	4,119,954	10,852,789	30,774,110
	Total	23,426,852	0	31,824,092	0	4,119,954	10,852,789	70,223,687
	FY 2026-2029	61,599,912	129,807	37,769,715	31,971,081	4,119,954	12,863,424	148,453,893

REVENUE SUMMARY

PROJECTS	REVENUE SOURCE	BISMARCK	LINCOLN	MANDAN	BURLEIGH	MORTON	MULTIPLE MPO JURISDICTIONS	TOTAL COST (\$)
Annual Element 2026	Federal ⁽¹⁾ Construction)	3,482,697	103,840	2,747,874	0	0	0	6,334,411
	Federal ⁽²⁾ Preservation)	3,540,152	0	900,000	28,773,973	0	1,627,207	34,841,332
	State ⁽¹⁾ Construction)	0	0	0	0	0	0	0
	State ⁽²⁾ Preservation)	396,302	0	100,000	3,197,108	0	383,428	3,693,410
	Local ⁽¹⁾ Construction)	14,284,303	0	2,197,749	0	0	0	16,482,052
	Local ⁽²⁾ Preservation)	379,606	0	0	0	0	0	379,606
	*Other Local ⁽¹⁾ Construction)	0	25,967	0	0	0	0	25,967
	*Other Local ⁽²⁾ Preservation)	0	0	0	0	0	0	0
	PLI ⁽¹⁾ Construction)	16,090,000	0	0	0	0	0	16,090,000
	**PLI ⁽²⁾ Preservation)	0	0	0	0	0	0	0
Future Projects 2027-2029	Total (Construction/Engineering)	33,857,000	129,807	4,945,623	0	0	0	38,932,430
	Total (Preservation)	4,316,060	0	1,000,000	31,971,081	0	2,010,635	39,297,776
	Total	38,173,060	129,807	5,945,623	31,971,081	0	2,010,635	78,230,206
	Federal ⁽¹⁾ Construction)	12,033,797	0	21,149,647	0	0	0	33,183,444
	Federal ⁽²⁾ Preservation)	6,689,927	0	5,693,044	0	3,334,279	8,783,163	15,717,250
	State ⁽¹⁾ Construction)	797,802	0	1,384,786	0	0	0	2,182,588
	State ⁽²⁾ Preservation)	434,233	0	634,261	0	785,675	1,419,626	1,854,169
	Local ⁽¹⁾ Construction)	1,339,976	0	2,743,569	0	0	0	4,083,545
	Local ⁽²⁾ Preservation)	2,131,117	0	218,785	0	0	650,000	2,349,902
	*Other Local ⁽¹⁾ Construction)	0	0	0	0	0	0	0
Total	*Other Local ⁽²⁾ Presevation)	0	0	0	0	0	0	0
	PLI ⁽¹⁾ Construction)	0	0	0	0	0	0	0
	**PLI ⁽²⁾ Preservation)	0	0	0	0	0	0	0
	Total (Construction/Engineering)	14,171,575	0	25,278,002	0	0	0	39,449,577
	Total (Preservation)	9,255,277	0	6,546,090	0	4,119,954	10,852,789	30,774,110
	Total	23,426,852	0	31,824,092	0	4,119,954	10,852,789	70,223,687
	FY 2026-2029	61,599,912	129,807	37,769,715	31,971,081	4,119,954	12,863,424	148,453,893

*Other Local refers to another non-traditional local matching funding source such as a local Park District or University. The specific local funding source is identified in the project.

PLI (Preservation) refers to preservation type projects (i.e. mill and overlay, etc.) on Federal-Aid Eligible Roadways that are funded **solely by a partner city or county.

¹ Construction projects refer to expansion and/or rehabilitation projects. Expansion projects focus on improving traffic flow or safety and could include projects such as:

adding through lanes or turn lanes; new streets; upgrading an intersection; or new/improved interchanges on interstate. Rehabilitation projects are focused on maintaining the current network and may include projects such as: resurfacing or reconstructing a new street or multi-use trail; or bridge replacement.

² Preservation refers to activities conducted to maintain the current transportation system in a state of good repair, such as mill and overlays, etc.

TRANSIT PROJECTS FUNDING/COSTS SUMMARY OF BISMARCK-MANDAN AREA

2026-2029

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

2026-2029

OPERATIONS AND MAINTENANCE

Operations and Maintenance (O&M) includes the routine and regular activities necessary to maintain a safe and operational roadway network. These activities may include winter maintenance (snow removal, sanding, plowing, salting), street sweeping, street maintenance (potholes, chip seals, crack seals, signalization/ lighting, sign repair and replacement, concrete pavement repairs, gravel and grading), or labor costs associated with the administration and/or engineering of these activities. O&M is specific to managing the day-to-day operations of the road system. Therefore, it does not include new construction, major rehabilitation, or reconstruction of any transportation system element.

According to U.S. Code of Federal Regulation 23 CFR 450.324(f), the Metropolitan Planning Organization (MPO) is required to report on the local and state funds used toward O&M activities. Cost estimates are captured at a 'system level'—that is, they are comprehensive of all roadways within the metropolitan area and should be inclusive of a variety of O&M activities. Further, the cost estimates indicate the sources of local funding and approximate how much of the local funds are used on Federal-Aid Highways (i.e. roadways deemed eligible to be (re)-constructed with federal funds).

The MPO fulfills its federal O&M reporting requirement with assistance from NDDOT and its member cities and counties. Traditionally, the jurisdictions/NDDOT provide an estimate of expenditures for the base year of the TIP and forecast future years at a 4% inflation rate.

Although federal funding is not used toward state or local O&M programs within the MPO area, these types of activities are supported by the MPO's Arrive 2050 Metropolitan Transportation Plan. They are supported specifically through objectives that aim to 'maintain pavement quality and bridges at acceptable levels' and 'promote reliable vehicle travel'. Further support is found in the goals and objectives of the 2025-2050 MTP, which was adopted in December 2024.

The following is a breakdown of O&M for the 2026-2029 TIP.

Bismarck-Mandan MPO Operations and Maintenance NDDOT and Member Jurisdiction Expenditures and Revenues 2026-2029
NDDOT Operations and Maintenance Expenses/Revenues for Federal-Aid Highways in the Bismarck-Mandan MPO Area

Year(s)	Anticipated Operations and Maintenance Expenses ¹	Anticipated Maintenance and Operations Revenue ¹	Federal-aid Highway Lane Miles in Bismarck-Mandan MPO Area which NDDOT Provides Operation and Maintenance Activities	Percent Federal-Aid Highway Lane Miles in MPO per Total Statewide Roadway Lane Miles	MPO Area Apportioned Operations and Maintenance Expenses	MPO Area Apportioned Operations and Maintenance Revenues
2026	Unknown	Unknown	312	1.90%	#VALUE!	#VALUE!
2027-2029	Unknown	Unknown	312	1.90%	#VALUE!	#VALUE!

¹The operations and maintenance expenditures/revenues consider all roadway lane miles maintained by NDDOT throughout the State of North Dakota.

City of Bismarck Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses ^{1*}	Anticipated Maintenance and Operations Revenue ^{1*}	Funding Sources for Operations and Maintenance Activities	Percent of Federal-Aid Highways to total roadways in City of Bismarck ²	City of Bismarck Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	City of Bismarck Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²
2026	\$2,817,360	\$2,817,360	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$757,869.84	\$757,869.84
2027	\$2,930,054	\$2,930,054	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$788,184.53	\$788,184.53
2028	\$3,047,256	\$3,047,256	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$819,711.86	\$819,711.86
2029	\$3,169,146	\$3,169,146	Intergovernmental Rev, Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$852,500.27	\$852,500.27

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Bismarck (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

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

*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in the City of Bismarck

Name	Location	Jurisdiction Responsible for Operations and Maintenance
US 83/State Street	Within Bismarck Corporate City Limits	Partnership with NDDOT
Expressway	Between Expressway Bridge and I-94	Partnership with NDDOT
7th and 9th Streets	Between Boulevard and Expressway	Partnership with NDDOT
ND 1804/University	Between Expressway and Corporate City Limits	Partnership with NDDOT
I-94	Within Bismarck Corporate City Limits	NDDOT is Fully Responsible
All other functionally classified roadways	Within Bismarck Corporate City Limits	City is Fully Responsible

Burleigh County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses ^{1*}	Anticipated Maintenance and Operations Revenue ^{1*}	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Burleigh County ²	Burleigh County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	Burleigh County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²
2026	\$1,697,231	\$1,697,231	Hwy Gas Tax and Mill Levy	5.60%	\$95,044.94	\$95,044.94
2027	\$1,765,120	\$1,765,120	Hwy Gas Tax and Mill Levy	5.60%	\$98,846.72	\$98,846.72
2028	\$1,835,725	\$1,835,725	Hwy Gas Tax and Mill Levy	5.60%	\$102,800.60	\$102,800.60
2029	\$1,909,154	\$1,909,154	Hwy Gas Tax and Mill Levy	5.60%	\$106,912.62	\$106,912.62

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in Burleigh County (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

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

*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in Burleigh County

Name	Location	Jurisdiction Responsible for Operations and Maintenance
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ND 1804	North of Bismarck to County Line	NDDOT is Fully Responsible
Interstate 94	County Wide	NDDOT is Fully Responsible
ND 1804	South of Bismarck to County Line	NDDOT is Fully Responsible
US Highway 83	North of Bismarck to County Line	NDDOT is Fully Responsible
All other functionally classified roadways	Bismarck and Lincoln Corporate City Limits to Urbanized Area Boundary	County is Fully Responsible

City of Mandan Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses ^{1*}	Anticipated Maintenance and Operations Revenue ^{1*}	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in City of Mandan ²	City of Mandan Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	City of Mandan Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²
2026	\$491,000	\$491,000	Mill Levy, Utility bill for street light	29.90%	\$146,809.00	\$146,809.00
2027	\$515,000	\$515,000	Mill Levy, Utility bill for street light	29.90%	\$153,985.00	\$153,985.00
2028	\$540,000	\$540,000	Mill Levy, Utility bill for street light	29.90%	\$161,460.00	\$161,460.00
2029	\$565,000	\$565,000	Mill Levy, Utility bill for street light	29.90%	\$168,935.00	\$168,935.00

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Mandan (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

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

*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in the City of Mandan

Name	Location	Jurisdiction Responsible for Operations and Maintenance
ND 1806	Within Mandan Corporate City Limit	City is Fully Responsible
Mandan Avenue	Between Main Avenue and I-94	City is Fully Responsible
Main Street	Between ND 6 and I-94	City is Fully Responsible
ND 6	Within Mandan Corporate City Limit	Partnership with NDDOT
Memorial Highway	Between Main Avenue and Liberty Memorial Bridge	NDDOT is Fully Responsible
Business Loop	Between ND 6 and Mandan Corporate City Limits	City is Fully Responsible
Highway 810	Between Memorial Highway Interchange and Expressway Bridge	NDDOT is Fully Responsible
I-94	Within Mandan Corporate City Limits	NDDOT is Fully Responsible
All other functionally classified roadways	Within Mandan Corporate City Limits	City is Fully Responsible

Morton County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses ^{1*}	Anticipated Maintenance and Operations Revenue ^{1*}	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Morton County ²	Morton County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ²	Morton County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ²
2026	\$882,586	\$882,586	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$970.84	\$970.84
2027	\$900,238	\$900,238	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$990.26	\$990.26
2028	\$918,242	\$918,242	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$1,010.07	\$1,010.07
2029	\$936,610	\$936,610	Mill Levies, State and Federal Funding, Gas Tax	0.11%	\$1,030.27	\$1,030.27

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in Morton County within the MPO (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

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

*4% inflation rate was assumed for future year expenses and revenues.

Federal-Aid Highways in Morton County

Name	Location	Jurisdiction Responsible for Operations and Maintenance
25 N	I-94 to County Line	NDDOT is Fully Responsible
I-94	County wide	NDDOT is Fully Responsible

I-94B	Outside of Mandan to I-94	NDDOT is Fully Responsible
ND 1806	North of Mandan to County Line	NDDOT is Fully Responsible
ND 1806	South of Mandan to County Line	NDDOT is Fully Responsible
Highway 6	South and Outside of Mandan to County Line	NDDOT is Fully Responsible
All other functionally classified roadways	Mandan Corporate City Limits to Urbanized Area Boundary	County is Fully Responsible

2026-2027

PROJECTS OF LOCAL IMPORTANCE

The MPO strives to incorporate Projects of Local Importance (PLI) into the TIP. PLI reporting provides a greater understanding of transportation development within the MPO area. The purpose of PLI identification is to highlight network development that may be done on a local scale, without the MPO's typical federal programs, but are still significant to the regional system.

PLI are identified by partner jurisdictions, at the MPO's request, and coincide with TIP development. To assist jurisdictions in determining PLI designations, the MPO offers the following guidance:

Guidance for Projects of Local Importance

1. Projects must be entirely locally funded OR aided by Federal or State funds other than the typically administered MPO programs. (i.e. Transportation Alternatives Program, Urban Roads Program, Urban Regional Program, Highway Safety Improvement Program)
2. Projects must have 'substantial' impact on the Regional Transportation Network.
 - a. *Projects* could include those identified in the active MTP OR those developed outside of the planning process.
 - b. *'Substantial' impacts* have a large degree of influence on the functionality or capacity of a local Jurisdiction's network OR a neighboring Jurisdiction's network OR both.
 - c. The *Regional Transportation Network* is all encompassing, including the roadway AND non-roadway/accessory (bike trails, park and rides, transit shelters, etc.) networks.
3. Projects are anticipated to be constructed/ committed within the upcoming 1-2 years. (The MPO reserves the opportunity to report on RSP construction which occurred during the calendar year preceding the TIP's scope.)
4. Projects include mill and overlay, concrete pavement repair, or full depth reconstruction activities that are completed on Federal-Aid Eligible roadways by the local partners. These projects must also be solely locally funded.

The MPO receives few Projects of Local Importance. This is attributed to different development schedules for the TIP and the Counties' and Cities' 'Capital Improvement Plans', as well as a lack of formalized mechanisms to fund local level transportation projects outside of the current federal aid channels. The MPO requests local jurisdictions report on anticipated construction of regionally significant roadways. It is recognized that most local roadways are constructed without federal funds. Roadways that are committed to be constructed and are regionally significant, should be reported with the most current cost estimates available. Reasonable estimates are based on current average costs of similar road sections and will be developed by the respective reporting jurisdiction. In addition, the MPO solicits for PLI whose construction is expected to start in the first 1-2 years of the current TIP's scope.

In the spring of 2025, the MPO solicited member jurisdictions and parks and recreation entities serving the MPO area for PLI and received one project, an extension of Bismarck's Tyler Parkway from Century Avenue to Ash Coulee Drive for \$16,090,000 (local funds). The project includes traffic calming improvements from Century to Valley Drive, lighting from Cogburn Road to Ash Coulee, and the extension of Tyler Parkway from Valley to Cogburn.

REGIONALLY SIGNIFICANT PROJECTS

According to 23 CFR 450.104, a Regionally Significant Project (RSP) is defined as a “transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network.” Federal regulations require the notation of RSP projects in the MPO’s TIP and State DOT’s STIP.

In 2021, the North Dakota Department of Transportation (NDDOT) was requested by the North Dakota Division of the Federal Highway Administration (FHWA) to adopt a revised definition for RSP. NDDOT consulted with the state MPO’s via their executive directors and offered the MPO’s an opportunity to develop a collective definition. The Bismarck-Mandan MPO additionally consulted with its jurisdictions, including the Technical Advisory Committee (TAC), in order to draft a revised RSP definition for their region. On May 18, 2021, the MPO’s Policy Board officially approved the following RSP definition:

Definition for Regionally Significant Projects

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both funded with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on a newly purchased real estate.

Going forward, the MPO will note projects that meet this definition in their TIP’s Program of Projects and will break out the cost of each RSP project by phasing (phases include preliminary engineering, construction, utilities, and right-of-way). Additionally, NDDOT will provide the MPO with lump sum cost estimates for the phases of all non-RSP projects. The lumps sum cost estimates will also be included in the TIP. The goal of these activities to give the public a clear understanding of the costs and funding sources of local transportation improvement projects.

RSP project phases will be monitored by their lead agency throughout their design lifespan – from award of funds to award of construction bid – and cost changes will be brought to the attention of the MPO. Cost changes will be noted in the TIP by amendment or modification.

There are no projects identified currently as RSP in the 2026-2029 TIP.

PERFORMANCE BASED PLANNING AND PROGRAMING

Federal Performance Measures:

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012 and included several provisions that collectively transformed the Federal surface transportation program to greater focus on the achievement of performance-based outcomes. In 2015, Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. This process is collectively known as Performance-Based Planning and Programming (PBPP). The Infrastructure Investment and Jobs Act (IIJA, signed into law in 2021) has carried performance measures into the next Federal Highway Bill. Various agencies of the US Department of Transportation (USDOT), which includes FHWA, are responsible for administering the rulemaking regarding PBPP. The overall goal is to link Performance-Based Planning practices to future investments in the transportation system through concordant development of the MPOs Metropolitan Transportation Plan (MTP) and TIP. 23 CFR 450.326(d) specifies this process by stating 'the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.'

To create an effective PBPP, the federal government has identified seven major aspects of the transportation system which, when kept in good standing, ensure a safer and more efficient network and user experience. State DOTs and MPOs have been directed to emphasize the following Performance Goals Areas in their LRTP/MTP and TIP.

- Safety and Security
- Infrastructure Condition (for Bridges and Pavement)
- Congestion Reduction
- System Reliability for Freight Movement and Economic Vitality
- Alternative Transportation Modes to Automobile Travel
- Environmental Sustainability
- Reduced Project Delivery

For each Performance Goal Area, the MPO also adopts local-level targets and objectives that have been deemed appropriate to meet the needs of the Bismarck-Mandan region. These regional targets and objectives specify how the MPO should improve within a given Performance Goal Area. Regional targets and objectives, along with public input and financial constraint, were used to identify a constrained project lists for the short-, mid-, and long-term planning horizons. The constrained projects—particularly the short-term projects—meet local transportation needs and improve the system consistent with Federal requirements. The Bismarck-Mandan MPO, in accordance with the federal rule, will incorporate the short-term projects identified in the 2025-2050 MTP into the current and future TIPs.

Any system or process must be measured to gauge its effectiveness. 23 CFR 2490 has ratified specific Performance Measures for three of the seven Performance Goal Areas: Safety and

Security (PM1), Infrastructure Condition (PM2), and System Reliability (PM3). These assist State DOTs and MPOs in monitoring the effectiveness of their performance-based planning programs. Federal guidance outlines which specific data sets should be measured. A list of all Performance Measures can be found in the table below.

PERFORMANCE MEASURES	
PM1: SAFETY AND SECURITY	NOTES
1) Number of Fatalities	- Individual targets are update ANNUALLY - Individual targets are report to FHWA ANNUALLY - Safety Targets are calculated a 5-year rolling average. The 2026 targets will be based on the average of data from 2021, 2022, 2023, 2024, and 2025.
2) Rate of Fatalities per 100 million vehicle miles traveled (VMT)	
3) Number of Serious Injuries	
4) Rate of Serious Injuries per 100 million VMT	
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	
PM2: INFRASTRUCTURE CONDITION	
1) Percent of National Highway System (NHS) Bridges in Good Condition	- Individual target are updated every TWO YEARS (optional) or FOUR YEARS (mandatory). - Individual targets are reported to FHWA ANNUALLY
2) Percentage of NHS Bridges in Poor Condition	
3) Percentage of Interstate Pavement in Good Condition	
4) Percentage of Interstate Pavement in Poor Condition	
5) Percentage of Non-Interstate NHS Pavement in Good Condition	
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	
PM3: SYSTEM RELIABILITY	
1) Percentage of Person Miles Travel on the Interstate that are reliable	- Individual target are updated every FOUR YEARS. - Individual targets are report to FHWA ANNUALLY - Reliability is defined as the consistency or dependability of travel times from day to day and at different times of a day. For example, traveling the same distance within the same amount of time, no matter the time of day or days of the week, is a reliable system. Being able to travel quickly at one time but slowly the next (as in a traffic jam) is an unreliable system. Reliability does not guarantee quick travel, but rather, a similar travel experience.
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	
3) Truck Travel Time Reliability Index	

As a minimum requirement, State DOTs must establish specific, numerical targets for each measure outlined above. MPOs have the option to adopt their state DOT's targets or create their own. To date, the Bismarck-Mandan MPO has adopted targets established by the North Dakota Department of Transportation. The most recently adopted targets are outlined on the next page.

BMMPO ADOPTED TARGETS				
	BASELINE CONDITION	NDDOT ADOPTED TARGET	MPO ADOPTED TARGET	CURRENT ADOPTION PERIOD
PM1: SAFETY				
1) Number of Fatalities	101.0	91.3	91.3	2025
2) Rate of Fatalities	1.076	1.034	1.034	2025
3) Number of Serious Injuries	426.8	410.0	410.0	2025
4) Rate of Serious Injuries	4.550	4.371	4.371	2025
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	34.2	32.9	32.9	2025
PM2: INFRASTRUCTURE CONDITION				
1) Percent of National Highway System (NHS) Bridges in Good Condition	65.3%	50%	50%	2022-2026
2) Percentage of NHS Bridges in Poor Condition	3.8%	10%	10%	2022-2026
3) Percentage of Interstate Pavement in Good Condition	83.6%	75.6%	75.6%	2022-2026
4) Percentage of Interstate Pavement in Poor Condition	0.1%	3%	3%	2022-2026
5) Percentage of Non-Interstate NHS Pavement in Good Condition	78.5%	58.3%	58.3%	2022-2026
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	3.4%	3%	3%	2022-2026
PM3: SYSTEM RELIABILITY				
1) Percentage of Person Miles Travel on the Interstate that are reliable	99.4%	85%	85%	2022-2026
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	91%	85%	85%	2022-2026
3) Truck Travel Time Reliability Index	1.15	2.0	2.0	2022-2026

Since the MPO has opted to support the NDDOT targets, reporting on this information is completed at the state level. Reporting indicates that the agency has met, has made considered progress toward, or did not meet their established targets.

Some state targets are set at a level lower than the current or baseline condition. This is allowed by the Federal Government when a state's network is in exceptionally good repair or operates well above the national average. This is the case with the National Highway System of North Dakota. Often, it is economically infeasible for a state to maintain the road network at such a high level for perpetuity. In these instances, the adopted target is set at a reasonable level – one that would still be considered 'good' by users.

Federal funds can be tied to accomplishment of or progress towards adopted targets. This incentivizes planning efforts to promote a PBPP processes. It also ensuring a linkage between the planning of projects in the MTP and the programing of projects in the TIP. Ultimately, the process is designed to use federal funding in a responsible and effective way in order to maintain and enhance the transportation system.

Transit Performance Measures:

Similar rules exist from the Federal Transit Administration (FTA) regarding Performance Based Planning and Programing related to Transit Operations. These include the Public Transportation Agency Safety Plan (PTASP) Rule (49 CFR Part 673) and Transit Asset Management (TAM) (49 CFR Part 625.25).

Public Transportation Agency Safety Plan Rule:

This rule establishes a requirement for Transit Operators to develop a Public Transportation Agency Safety Plan (PTASP) by December 31, 2020. The plan outlines strategies to minimize unsafe situations that may be experienced by users and operators of public transportation. Safety promotion is achieved through the enactment of safety management policy, safety assurances, and risk management procedures. The PTASP also outlines a Transit Operator's safety performance measures and targets. Measure areas include transit-related fatalities, injuries, safety events, and system reliability.

Similar to the FHWA targets, FTA allows local Transit Operators to either adopt the plan created by their State DOT or develop their own PTASP. The Bis-Man Transit Board, representing the area Transit Operator, adopted their most recent Safety Plan in December 2024. The MPO Policy Board approved a resolution of support for the PTASP in June 2025. Bis-Man Transit's current PTASP targets are outlined below:

[Transit] Safety Performance Measures							
1. Fatalities - total number and rate per total VRM							
2. Injuries -Total number and rate per total Vehicle Revenue Miles (VRM)							
3. Safety Events - Total number and rate per total VRM							
4. System Reliability- Mean distance between major mechanical failures							
<i>Targets for transit agencies should be based on a review of the previous 5 years safety performance data.</i>							
[Transit] Safety Performance Targets:							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/ failures)
Fixed Route Bus	0	0	3 or less	0.9	10 or less	1	10,000
ADA/ Paratransit	0	0	3 or less	0.7	5 or less	1	35,000

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

Transit Asset Management:

Transit Asset Management is reported by Bis-Man Transit on an annual basis. It takes notice of the condition of the transit facilities and vehicles and additionally notates the anticipated revenues used to maintain the fleet and building. The TAM report is included in a separate section of this document. Adoption of the TIP on an annual basis is also considered MPO approval of the TAM report and performance metrics.

2026

TRANSIT ASSET MANAGEMENT (TAM) REPORT

Bis-Man Transit Useful Life Benchmarks and TAM Targets

Bis-Man Transit completed and adopted their TAM plan in October 2022. Targets areas include rolling stock, equipment, and facilities, and are based on Useful Life Benchmarks (ULB) for vehicles and transit facilities. The target number is a percent of assets within a particular asset class that have met or exceeded the ULB benchmark. A description of the Federal, State and local useful life benchmarks and performance targets follow:

Useful Life Benchmark for Vehicles

Category	Length	Seats	FTA UL Years	FTA UL Miles	FTA ULB Years	NDDOT ULB Years	BMT ULB Years
Heavy Duty Large Bus	35 to 40+ ft	24 to 40+	12	500,000	14	14	14
Heavy Duty Small Bus	30 to 35 ft	24 to 35	10	350,000	14	14	14
Medium Size Cutaway	25 to 30 ft	16 to 30	7	200,000	10	10	10
Light Duty Mid-Sized Cutaway	20 to 25 ft	8 to 16	5	150,000	10	10	10
Light Duty Small Cutaway	16 to 22 ft	3 to 14	4	100,000	10	10	10
Modified Van	20 to 22 ft	3 to 14	4	100,000	8	8	8
Minivan	Up to 12 ft	3 to 12	4	100,000	8	8	8
Automobile		3 to 7	4	100,000	8	8	8

Useful Life Benchmark for Transit Facilities

Category	Usage	ULB Years
Bus Garage	Bus Storage, Wash	40
Garage Operations Facility	Storage, Wash, Dispatch, Training, Light Maintenance	40
Garage Operations Admin	Admin Offices, Storage, Wash, Dispatch	40
Shelters	Seating	20

TAM Performance Measures and Targets (as identified in 49 CFR 625.34)

Agency Name	Asset Category	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
NDDOT	Equipment	Non Revenue/Service Automobile	29%	40%	40%	37%	35%	29%
NDDOT	Equipment	Other Rubber Tire Vehicles	60%	40%	40%	37%	35%	29%
NDDOT	Facilities	Administrative / Maintenance Facilities	0%	0%	0%	0%	0%	0%
NDDOT	Facilities	Passenger Facilities	0%	0%	0%	0%	0%	0%
NDDOT	Revenue Vehicles	BU - Bus	29%	28%	15%	14%	15%	15%
NDDOT	Revenue Vehicles	CU - Cutaway	15%	25%	25%	24%	28%	20%
NDDOT	Revenue Vehicles	MV - Minivan	11%	20%	25%	28%	25%	24%
NDDOT	Revenue Vehicles	SV - Sports Utility Vehicle	50%	50%	40%	37%	35%	40%
NDDOT	Revenue Vehicles	VN - Van	36%	35%	42%	40%	35%	24%

Bismarck-Mandan MPO Reporting

The Bismarck-Mandan MPO—through their annual Transportation Improvement Program (TIP) update—reports on the condition of Bis-Man Transit’s rolling stock and/or facilities (as provided by the National Transit Database), as well as Transit’s progress toward adopted performance targets. Further, the TIP provides an opportunity to note future investments which maintain the fleet and facility in a State of Good Repair. The Bis-Man Transit Fleet Inventory provided by Bis-Man Transit follows. This inventory matches information submitted to NTD in May 2025.

Service Type	Bus Fleet ID	Year	Category	FTA UL Miles Remaining	FTA UL Years Remaining	Condition*
Fixed Route	1001	2010	Heavy-Duty Small Bus	-152,773	-5	Poor
Fixed Route	1002	2010	Heavy-Duty Small Bus	-118,070	-5	Poor
Fixed Route	1003	2010	Heavy-Duty Small Bus	-175,051	-5	Poor
Fixed Route	1501	2015	Heavy-Duty Large Bus	119,774	2	Adequate
Fixed Route	1502	2015	Heavy-Duty Large Bus	96,406	2	Adequate
Paratransit	1801	2018	Light Duty Mid-Sized Cutaway	-65,174	-2	Marginal
Paratransit	1802	2018	Light Duty Mid-Sized Cutaway	-46,052	-2	Marginal
Paratransit	1803	2018	Light Duty Mid-Sized Cutaway	-80,417	-2	Marginal
Paratransit	1804	2018	Light Duty Mid-Sized Cutaway	-68,068	-2	Marginal
Paratransit	1901	2018	Light Duty Mid-Sized Cutaway	-37,222	-1	Marginal
Paratransit	1902	2018	Light Duty Mid-Sized Cutaway	-72,097	-1	Marginal
Paratransit	1903	2019	Light Duty Mid-Sized Cutaway	-62,253	-1	Marginal
Paratransit	1904	2019	Light Duty Mid-Sized Cutaway	-49,465	-1	Marginal
Paratransit	1905	2019	Light Duty Mid-Sized Cutaway	-24,112	-1	Marginal
Paratransit	1906	2019	Light Duty Mid-Sized Cutaway	-52,358	-1	Marginal
Paratransit	1907	2019	Light Duty Mid-Sized Cutaway	-53,475	-1	Marginal
Paratransit	1908	2019	Light Duty Mid-Sized Cutaway	-52,643	-1	Marginal
Fixed Route	1909	2019	Heavy-Duty Small Bus	158,534	4	Good
Fixed Route	1910	2019	Heavy-Duty Small Bus	145,173	4	Good
Paratransit	1912	2019	Modified Van	-12,808	-2	Marginal
Fixed Route	2201	2022	Heavy-Duty Small Bus	226,669	9	Excellent
Fixed Route	2202	2022	Heavy-Duty Small Bus	228,083	9	Excellent
Fixed Route	2301	2023	Heavy-Duty Small Bus	241,565	10	Excellent
Paratransit	2401	2024	Light Duty Mid-Sized Cutaway	121,548	4	Excellent
Paratransit	2402	2024	Light Duty Mid-Sized Cutaway	126,392	4	Excellent
Paratransit	2403	2024	Light Duty Mid-Sized Cutaway	120,563	4	Excellent
Paratransit	2404	2024	Light Duty Mid-Sized Cutaway	118,418	4	Excellent
Paratransit	2405	2024	Light Duty Mid-Sized Cutaway	124,243	4	Excellent
Paratransit	2406	2024	Light Duty Mid-Sized Cutaway	112,305	4	Excellent
Paratransit	2407	2024	Modified Van	140,121	3	Excellent
Paratransit	2408	2024	Modified Van	141,044	3	Excellent

Bis-Man Transit Fleet Inventory

* Condition and fleet reported as of May 20, 2025

Typically, the Bismarck-Mandan MPO's TIP includes enhancement projects for Bis-Man Transit fleet and facilities. Projects include, but are not limited to, the procurement of replacement buses, federal and local funds given to annual preventive maintenance and security needs, and like procurements. Upcoming projects in the 2026-2029 TIP which contribute to the preventive maintenance of Transit's assets and State of Good Repair (SOGR) program are shaded below:

BISMARCK-MANDAN MPO BIS-MAN TRANSIT IMPROVEMENT PROGRAM For 2026-2029 Page 1 of 1										
Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2026	2027	2028	2029	Total
1 11.71.12	Bismarck / Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307) 80 / 20	CCOC - Operating costs associated with the operations contract.	Fed State Local Total	\$1,521,395 \$0 \$380,349 \$1,901,744	\$1,551,823 \$0 \$387,956 \$1,939,779	\$1,582,860 \$0 \$395,715 \$1,978,575	\$1,614,517 \$0 \$403,629 \$2,018,146	\$6,270,595 \$0 \$1,567,649 \$7,838,244
2 11.7A.00	Bismarck / Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307) 80 / 20	PM - Preventative maintenance on transit vehicles and facility	Fed State Local Total	\$91,800 \$0 \$22,950 \$114,750	\$94,554 \$0 \$23,639 \$118,193	\$97,391 \$0 \$24,348 \$121,738	\$100,312 \$0 \$25,078 \$125,390	\$384,057 \$0 \$96,014 \$480,071
3 30.09.01	Bismarck / Mandan Area	Operating Expenses	FTA Sec. 9 (5307) 50 / 50	OPR - Operating assistance for fixed route and elderly/disabled service	Fed State Local Total	\$584,734 \$410,000 \$584,734 \$1,579,468	\$596,429 \$422,300 \$596,429 \$1,615,157	\$608,357 \$434,969 \$608,357 \$1,651,684	\$620,524 \$448,018 \$620,524 \$1,689,067	\$2,410,044 \$1,715,287 \$2,410,044 \$6,535,376
4 11.32.07	Bismarck / Mandan Area	Security	FTA Sec. 9 (5307) 80 / 20	SEC - Public transportation security projects	Fed State Local Total	\$22,201 \$0 \$5,550 \$27,752	\$22,645 \$0 \$5,661 \$28,307	\$23,098 \$0 \$5,775 \$28,873	\$23,560 \$0 \$5,890 \$29,450	\$91,505 \$0 \$22,876 \$114,381
5	Bismarck / Mandan Area	Transit Planning	FTA Sec. 8 (5303) 80 / 20	Provide funding for the Transit Development Plan	Fed State Local Total	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
6 11.42.06 11.42.20 11.12.04	Bismarck / Mandan Area	Capital Grant	FTA Section (5339) 80/20; 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct	Fed State Local Total	\$755,050 \$0 \$135,950 \$891,000	\$1,190,000 \$0 \$210,000 \$1,400,000	\$595,000 \$0 \$105,000 \$700,000	\$1,190,000 \$0 \$210,000 \$1,400,000	\$3,730,050 \$0 \$660,950 \$4,391,000
7	Bismarck / Mandan Area	Capital Grant	FTA Section (5310) 85 / 15	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local Total	\$611,184 \$0 \$107,856 \$719,040	\$646,000 \$0 \$114,000 \$760,000	\$161,500 \$0 \$28,500 \$190,000	\$0 \$0 \$0 \$0	\$1,418,684 \$0 \$250,356 \$1,669,040
8	Bismarck / Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 50 / 50	Operating assistance to the elderly and disabled	Fed State Local Total	\$217,400 \$0 \$217,400 \$434,800	\$221,748 \$0 \$221,748 \$443,496	\$226,183 \$0 \$226,183 \$452,366	\$230,707 \$0 \$230,707 \$461,413	\$896,038 \$0 \$896,038 \$1,792,075
9	Bismarck / Mandan Area	Discretionary Earmark Grant	FTA Section (5310) 80 / 20	Mobility Manager salary assistance	Fed State Local Total	\$31,920 \$0 \$7,980 \$39,900	\$33,516 \$0 \$8,379 \$41,895	\$35,192 \$0 \$8,798 \$43,990	\$36,951 \$0 \$9,238 \$46,189	\$137,579 \$0 \$34,395 \$171,974

Based on the existing condition of the Bis-Man Transit fleet and facilities, and the programmed activities outlined in the 2026-2029 TIP, the Bis-Man MPO believes the investments fall within category A. of the three federally defined maintenance options:

- A.) Sufficient to maintain the current SOGR condition for rolling stock,**
- B.) Insufficient to maintain current conditions, causing SOGR to worsen, or
- C.) Sufficient to improve the SOGR for rolling stock.

Overview:

Bis-Man Transit has an active TAM plan and is currently meeting their TAM performance targets.

PROOF OF PUBLIC INVOLVEMENT

Public Meeting Notice

Public Involvement in the Preparation of Draft 2026-2029 Bismarck-Mandan Metropolitan Transportation Improvement Program (TIP)

The Bismarck-Mandan Metropolitan Planning Organization (MPO) will hold a public hearing on **Monday, September 15, 2025 at 10:00 a.m.** (in conjunction with the MPO Technical Advisory Committee meeting) in the Ed “Bosh” Froehlich Meeting Room of Mandan City Hall at 205 2nd Ave NW, Mandan. If you would like to participate via video or audio link for a 3-5 minute comment on the draft TIP, please provide your e-mail address and contact information to mpo@bismarcknd.gov at least one (1) business day before the meeting.

The purpose of this meeting is to provide an opportunity for public involvement in the development of the draft 2026-2029 TIP. The TIP coordinates and schedules transportation projects (i.e., highway, street, bikeway, pedestrian, transit, safety, enhancements, and other transportation improvements) in the metropolitan area over the next four years, thereby making these projects eligible for federal assistance. The TIP includes metropolitan area transportation projects proposed by the following jurisdictions: Bismarck, Mandan, Lincoln, Morton County, Burleigh County, and NDDOT.

The draft TIP contains the Program of Projects or identified list of transit needs to be funded over the next four years. If there are no amendments or changes to the Program of Projects, this notice will also serve as the Final Program of Projects notice.

Furthermore, the public is notified the draft TIP will be available for review at the Bismarck Community Development Office, 221 North 5th St, Bismarck, beginning August 21, 2025. The draft will also be available on the MPO web page at www.bismarcknd.gov/MPO. Following the consideration of citizen’s comments, the draft TIP will be presented to the MPO Policy Board.

The public is invited to attend the public hearing, either in person or via video or audio link; or submit written comments to the MPO no later than 9:00 am, Friday, September 5, 2025, to PO Box 5503, Bismarck, North Dakota, 58506. Comments should be directed to Stephen Larson and faxed (701) 222-6450 or sent to the above address. Comments may also be sent via e-mail at slarson@bismarcknd.gov. Contact Stephen Larson, MPO Transportation Planner at (701) 355-1848 for additional information.

To request accommodations for disabilities and/or language assistance, contact Title VI/ADA Coordinator at (701) 355-1332, or email mpo@bismarcknd.gov, TTY users may access Relay North Dakota at 711 or 1-800-366-6888, at least five (5) days in advance of the meeting.

Consultation with Transportation and Planning Officials

Letters to local and regional planning officials and stakeholders (including State and local planned growth, economic development, environmental protection, airport operations and freight movement) were mailed in August of 2025 for the draft TIP with the intention to receive input on proposed TIP projects. In addition, a public meeting was advertised for the Draft TIP consistent with the requirements of the Bismarck-Mandan MPO Public Participation Plan. The Final TIP document considers and includes the responses received from the various agencies and the public.

STATUS OF PROJECTS FOR 2024

Completion Analysis of 2024 Projects Associated with 2024-2027 TIP

In March 2025 the MPO analyzed the status of all projects programmed for completion in 2024.

Total 2024 Projects – 22

Total Projects added by amendment or modification in 2024 – 13

Total 2024 projects completed – 13

Total 2024 projects that were started but not completed – 7

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

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

Total 2024 projects that were cancelled – 0

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

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (Date)
BURLEIGH	24.2.01	^{MPO} Rural - Highway 10 (From 66th St NE to US 83) (Seal Coat)	\$760,000	\$608,000	\$0	\$152,000 (Burleigh)	SC	24164	NA	
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Custer Elementary, Lewis & Clark Elementary, Mary Stark Elementary, and 46th Ave SE Crossing) (Install RRFB at 4 locations, recommended by School Safety Crossing Study)	\$140,000 \$220,000	\$126,000 \$198,000	\$0	\$14,000 \$22,000 (Mandan)	HEU	24064	NA	Moved to 2025
MANDAN	24.4.02	Transportation Alternatives - Mandan ND 6 Share Use Trail Phase 3 (ND 6 shared-use trail from 19th St SE to Heart River Bridge) (Construction of new shared-use trail on east side of ND 6)	\$514,499	\$416,384	\$0	\$98,115 (Mandan Parke)	TAU	23922	2024	Moved to 2025
MANDAN	24.4.03	Transportation Alternatives - Mandan Old Red Trail Phase 1 (Old Red Trail shared-use path, from Sunset Dr to east of 30th Ave NW) (Rehab and municipal improvements for existing trail)	\$451,565	\$365,452	\$0	\$86,113 (Mandan Parke)	TAU	23914	2025	Moved to 2025
MORTON	24.5.01	Transportation Alternatives - Valerie Entzel Memorial Park (Trailside facility on Lewis & Clark Trail alongside Hwy 1806) (Gravel road to gravel lot w handicapped parking, sec. lights, picnic shelter/tables, trashcans, benches)	\$44,912	\$35,929	\$0	\$8,983 (Morton County)	TAU		NA	
NDDOT	24.6.09	*Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway Exit 161) (Reconstruction)	\$45,831,199	\$41,248,079	\$4,583,120	\$0 (Bismarck)	IM	22648	NA	
NDDOT	24.6.10	Bridge - I-94 (1 mile E of US 83 N) (Structure Paint)	\$248,768	\$223,891	\$24,877	\$0 (Bismarck)	IM	22614	NA	
NDDOT	24.6.13	^{MPO} Rural - State Highway System, Bismarck and Dickinson Districts (Numerous locations within the State Highway ROW) (Replace non-LED lighting with LED and assess and upgrade existing light system)	\$1,000,000	\$900,000	\$100,000	\$0 (Multiple)	SS	23281	NA	
NDDOT	24.6.16	^{MPO} Safety - Bismarck Expwy/McKenzie Drive Interchange (Bismarck Expressway, and McKenzie Drive Interchange west-bound off-ramp) (Installation of wrong way detection systems)	\$777,422	\$699,680	\$77,742	\$0	HEN	23378	NA	
NDDOT	24.6.17	^{MPO} Rural - Statewide ITS Equipment (One Location at Bismarck Expressway/ND 810, various other locations in western ND) (Weigh in Motion and Automatic Traffic Recorder Maintenance)	\$1,106,399	\$895,077	\$211,322	\$0 (Bismarck)	SS	23887	NA	
NDDOT	24.6.18	Urban Regional - Bismarck Expressway (Expressway at Exit 161) (Reconstruction)	\$2,391,300	\$1,935,280	\$216,890	\$239,130 (Bismarck)	NHU	22648	NA	
NDDOT	24.6.19	Urban Roads - Bismarck Centennial Road (Centennial Road at Exit 161) (Reconstruction)	\$2,821,807	\$2,283,690	\$255,937	\$282,180 (Bismarck)	NHU	22648	NA	
NDDOT	24.6.20	Urban Regional - Mandan Memorial Highway (Memorial Highway Phases 1 & 2, Extents TBD) (Reconstruction, Drainage, City Utilities)	\$37,818,143	\$25,368,288	\$2,843,079	\$9,606,776 (Mandan)	SU-CPU	23277 23133	NA	
NDDOT	24.6.21	^{MPO} Rural - Hwy 1804 (From South Junction 83 west and north to Junction 83, only about 7 miles within MPO boundary) (Chip Seal Coat)	\$1,382,446	\$1,244,202	\$138,244	\$0	SS	23837	NA	
NDDOT	24.6.22	^{MPO} Safety - Various Locations (US and ND highways throughout the Bismarck District) (Installation of wrong way detection systems)	\$1,400,000	\$1,260,000	\$140,000	\$0 (Multiple)	HEN	24173	NA	
NDDOT	24.6.23	^{MPO} Rural - Hwy 10 (From 800 feet east of 66th St NE to 197th St NE) (Mill and Overlay)	\$4,366,965	\$3,534,185	\$0	\$832,780 (Burleigh)	SC	24164	NA	
NDDOT	24.6.24	Safety - E Main Ave and Eastdale Ave (E Main Ave Crossing and Eastdale Ave Crossing) (Rail Crossing Signal Upgrades)	\$872,440	\$872,440	\$0	\$0 (Bismarck)	RSU	24279 24296	2024	
NDDOT	24.6.25	^{MPO} Rural - Statewide ITS Equipment (Apple Creek Weigh in Motion site, eastbound, around I-94 mile marker 165) (Weigh in Motion electronics calibration)	\$307,230	\$248,641	\$58,589	\$0	NH	24280	2024	
NDDOT	24.6.26	Rural - County Road 139A (From ND 25/139A intersection east 2.02 miles) (Bituminous overlay)	\$944,820	\$755,856	\$0	\$188,964 (Morton)	SU	24420 24400	2024	
BISMARCK PARKS & REC DISTRICT	24.7.01	Transportation Alternatives - Equipment Purchase (Cross-Country Ski Trails around Bismarck) (Purchase of Tucker-Terra Trail Groomer)	\$226,402	\$181,122	\$0	\$45,280 (Bis Parks)	TAU		NA	
LINCOLN PARK DISTRICT	24.7.02	Transportation Alternatives - Moch Park Trail (Trail connecting Dolan Dr and 28th Ave SE to Moch Park dog park) (New gravel trail)	\$51,605	\$41,284	\$0	\$10,321 (Lincoln Park D)	TAU		NA	
BISMARCK PARKS & REC DIST/ BISMARCK	24.7.03	Transportation Alternatives - Bismarck Ash Coulee & Tyler Parkway (Ash Coulee Dr from Golden Eagle Ln to Tyler Pkwy, Tyler Pkwy from just north of Harp Hawk Dr to Cogburn Rd) (Shared Use Trail Extensions/New Trail Connections)	\$473,000	\$383,000	\$0	\$90,000 (Bis P&R District)	TAU	23236	2024	

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

*Pending Availability of Federal Funds

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

March 6, 2025

Will Hutchings
Local Government Division
NDDOT
608 E Boulevard Ave
Bismarck, ND 58505-0700

Dear Mr. Hutchings:

The following is the 2024 Status Report of projects contained within the Bismarck-Mandan MPO 2024-2027 Transportation Improvement Program (TIP), as of the end of the 2024 Calendar year.

Mandan

Transportation Alternatives

1. ND 6 Shared Use Trail Phase 3 (19th St SE to Heart River Bridge) – Trail Project
 - a. Completed in 2024 (Modification, July 2024).
2. Old Red Trail Rehab Phase 1 (Sunset Dr to east of 30th Ave NW) – Trail Project
 - a. Bid in 2024, to be constructed in 2025 (Modification, February 2025).

Safety

3. RRFB Installation (Custer, Mary Stark, and Lewis & Clark Elementary, and 46th Ave SE Crossing) – School Related RRFB
 - a. Moved to 2025 (Modification, July 2024)

Burleigh

Rural

4. Highway 10 (66th St NE to US 83) – Seal Coat
 - a. Project bid, to be completed in 2025 (Modification, September 2024).

Lincoln

Transportation Alternatives

1. Moch Park Trail (Connecting Dolan Dr and 28th Ave SE to Moch dog park) – Trail Project
 - a. Completed in 2024 (Amended, October 2023).

Morton

Transportation Alternatives

1. Valerie Entzel Memorial Park (trailside facility on Lewis & Clark Trail alongside Hwy 1806) – Park Project
 - a. In progress, to be completed in 2025 (Amended, October 2023).

NDDOT

Bridge

1. I-94 (1 mile E of US 83 N) – Structure Paint
 - a. Completed in 2024

Urban

1. I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway Exit 161) – Reconstruction
 - a. In progress, to be completed in 2026

Safety

1. Bismarck Expwy/McKenzie Dr Interchange (WB off-ramp) – Installation of wrong way detection systems
 - a. Completed in 2024 (Modification, November 2023)
2. Various Locations (US and ND highways throughout the Bismarck District) – Wrong way detection systems
 - a. Completed in 2024 (Amended, November 2023)
3. E Main Ave and Eastdale Ave (E Main Ave and Eastdale Ave Crossings) – Rail Crossing Signal Upgrades
 - a. Project not bid, yet to be rescheduled

Urban Regional Program

1. Bismarck Expwy (Expwy to Exit 161) – Reconstruction
 - a. In progress, to be completed in 2026
2. Mandan Memorial Highway (Memorial Highway Phases 1 & 2) – Reconstruction, Drainage, Utilities
 - a. To be constructed in 2025

Rural

1. State Highway System (Numerous locations within the State Highway ROW) – Replace non-LED lighting with LED and upgraded lighting system
 - a. Completed in 2024
2. Statewide ITS equipment (Bismarck Expressway/ND 810) – WIM and Automatic Traffic Record Maintenance
 - a. Completed in 2024
3. Hwy 1804 (S Junction 83 west & north to Junction 83) – Chip Seal Coat
 - a. Completed in 2024 (Modification, October 2023)
4. Hwy 10 (800 feet east of 66th St NE to 197th St NE) – Mill and Overlay
 - a. Completed in 2024 (Amendment, January 2024)
5. Statewide ITS equipment (Apple Creek WIM site, EB, around I-94 mile marker 165) – WIM electronics calibration
 - a. Completed in 2024 (Amendment, July 2024)
6. County Road 139A (ND 25/139A intersection east 2.02 miles) – Bituminous overlay
 - a. Completed in 2024 (Amendment, July 2024)

Urban Roads Program

1. Bismarck Centennial Road (Centennial Rd to Exit 161) – Reconstruction
 - b. In progress, to be completed in 2026

Bismarck

Transportation Alternatives

1. Equipment Purchase (Cross-Country Ski Trails in Bismarck) – Purchase of Tucker-Terra Trail Groomer
 - a. Completed in 2024 (Amended, October 2023)
2. Shared Use Trail Extensions/Connections (Ash Coulee Dr from Golden Eagle Ln to Tyler Pkwy, Tyler Pkwy from north of Harp Hawk Dr to Cogburn Rd) – Trail Project
 - a. Completed in 2024 (Modification, January 2024)

Sincerely,



Stephen Larson

Bismarck-Mandan Transportation Specialist

Attch: 2024 Project List from the Bismarck-Mandan MPO 2024-2027 TIP and applicable Amendments/Modifications.

PUBLIC COMMENTS ON 2026-2029 TIP

The Draft 2026-2029 TIP was released for public comment beginning August 21, 2025. Public comments regarding the Draft 2026-2029 TIP were received until 9 am on September 5, 2025, and a Public Hearing was held on September 15. All stakeholder comments related to the Draft TIP are hereafter incorporated into the Final 2026-2029 TIP Appendix.

Stephen Larson

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

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

Dear Mr. Larson:

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

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

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

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

BLESSINGS...

Diane Patterson



Stephen Larson

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

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

Hi...

I forgot to include in my Ridership Suggestion the following:

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

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

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

THANKS!

BLESSINGS...

Diane



September 2, 2025

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

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

Dear Stephen,

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

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

Sincerely,

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

25-0348

Sept 4, 2025

Mr. Stephen Larson

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

Dear Mr. Larson,

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

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

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

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

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

Sincerely,

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

Kyle Yrkoski
Planner III

KY:mg/1570



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

September 15, 2025

NWO-2009-01003-BIS

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

Dear Mr. Larson:

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

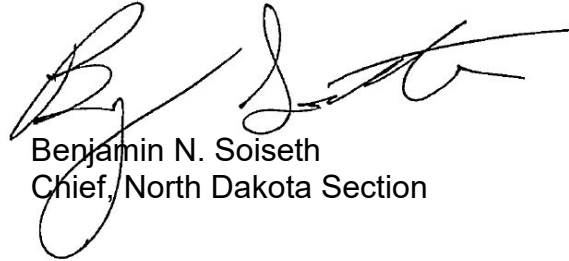
U. S. Army Corps of Engineers Regulatory Offices administer Section 404 of the Clean Water Act (Section 404). A Section 404 permit would be required for the discharge of dredge or fill material (temporarily or permanently) in waters of the United States. Waters of the United States may include, but are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

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

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

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

Sincerely,

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

Benjamin N. Soiseth
Chief, North Dakota Section

Enclosure

Summary of Comments on FHWA Comments Addressed.pdf

Page: 4

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The Transportation Improvement Program (TIP) for the Bismarck-Mandan Planning Area shows the significant transportation system improvements to be implemented during the next four years. The 2026-2029 TIP is prepared as a requirement of the Federal-aid planning process.

The requirements of 23 CFR 450.326 stipulate each MPO must develop a TIP and project selection must be performed in cooperation with MPOs. Similarly, the local TIP must be developed in cooperation with the State. While federal regulations require this document be updated every four years, the Bismarck-Mandan MPO updates the TIP annually. The duration of the TIP is four federal fiscal years. To remain consistent with these requirements, projects programmed for 2026 are considered the Annual Element and are priority 1. Program Years 2027 and 2028 and 2029 are designated as future year projects and are priority 2, 3, and priority 4 respectively.

The projects which comprise the TIP were developed, studied, and evaluated as part of the Metropolitan "3C" Transportation Planning Processes which has been established in the Bismarck-Mandan Planning Area. The TIP may be modified at any time consistent with the procedures established for its development and consistent with the appropriate sub-plan or element of the Transportation Plan.

The projects selected for inclusion in the TIP are based upon MPO review, local prioritization and funding factors, NDDOT prioritization and funding considerations, as well as consistency with the 2025-2050 Metropolitan Transportation Plan, as determined by the MPO. Figure 1 shows a flowchart of the typical schedule of development for the TIP.

It is intended that the 2026-2029 TIP is compliant with the requirements of the Infrastructure Investment and Jobs Act (IIJA) and regulations. The following three paragraphs discuss efforts undertaken to incorporate a variety of federal initiatives into the planning process, namely, Complete Streets, Public Involvement, and the use of Data in Transportation Planning.

The MPO will work cooperatively with FHWA, FTA, and NDDOT, as well as its local jurisdictions, to ensure complete streets concepts are incorporated into its planning projects. Complete streets refer to the development of streets and transportation networks that prioritize the safety, comfort, and access to destinations for all transportation users, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. Each complete street is unique and developed to best serve its community context. The TIP includes projects with complete streets elements. Additionally, MPO expenses will be monitored to ensure at least 2.5% of its overall federal funding is directed towards complete streets analysis and/or planning, as per federal guidelines.

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. The MPO has made efforts to increase meaningful public involvement in the transportation planning process. These efforts have included making public meetings available virtually, encouraging MPO consultants to utilize virtual tools and illustrations to educate and

- Author: kristen.sperry

Subject: Highlight

Date: 9/2/2025 12:02:59 PM

Planning Emphasis Areas are no longer in effect and have been removed from the FHWA website. If you want to keep these, then they need to be updated to be local and/or state initiatives as they are no longer a federal initiative.
- Author: Stephen Larson

Subject: Sticky Note

Date: 9/3/2025 2:14:48 PM

We will update as local/state initiatives, as you indicated.
- Author: kristen.sperry

Subject: Highlight

Date: 9/2/2025 12:02:38 PM

NDDOT received \$2,350,482 of PL funds and out of that amount 2.5% (\$58,762 in FY25) was set aside for Safe and Accessible Transportation Options to be split via formula for all four ND MPOs.
- Author: Stephen Larson

Subject: Sticky Note

Date: 9/3/2025 2:15:25 PM

We will remove this detail, as it is not needed within the TIP

communicate with the public, and continually updating its online platforms. The MPO continues to use traditional outreach tools to ensure public participation from those without access to computers and mobile devices can engage in the public participation process.

The MPO strives to share and manage data in an efficient and equitable manner throughout the transportation planning process. A major goal of the MPO is to gather relevant transportation data for local, state, and federal partners, as well as the public. The MPO actively collects pavement conditions data, traffic turning movement counts, orthophotography and lidar, and socio-economic and demographic data for the MPO area. The MPO also draws upon the outcomes of past studies and projects in order improve its policy and decision-making.

23 U.S.C. Sec. 134 indicates that projects in the MPO area which are funded with federal assistance must be included in a Transportation Improvement Program (TIP) and approved by the Metropolitan Planning Organization (MPO).

MPO staff worked with the local communities and State Department of Transportation to prepare the FY 2026-2029 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

In November 2023, the MPO adopted a Transit Development Plan (TDP) update for Bis-Man Transit, who brokers the current transit system.

The MPO Public Participation Plan was followed in developing this TIP. A copy of the Public Participation Plan is available upon request at the MPO office:

Bismarck-Mandan Metropolitan Planning Organization
221 N 5th Street/ P.O. Box 5503
Bismarck, ND 58506-5503
(701) 355-1840

Or online: <http://bismarcknd.gov/1225/Public-Participation-Plan>

The Transportation Improvement Program (TIP) development process provides an opportunity for discussing and receiving input on the various transportation projects under consideration.

TIP Project Selection Process

Project selection for the 2026-2029 TIP was accomplished in coordination with local jurisdictions, MPO partner agencies, and NDDOT for the following grant programs: Urban Roads, Urban Regional, Urban Grant, Urban Rail/Highway Crossing Safety, Highway Safety Improvement Program (HSIP), and Transportation Alternatives (TA).

Project selection begins with a solicitation notice from the MPO to the jurisdictions and/or partner agencies. Ideally, NDDOT solicitation precedes this notice, but it may occur afterward.

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

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

Local agencies select their projects, prepare applications, and have their applications approved by their local boards.

Upon submittal to the MPO, MPO staff ensures the proposed projects are compliant with the Metropolitan Transportation Plan (MTP). This occurs by reviewing the goals and objectives of the MTP to establish a project's 'goodness of fit' (as with Urban Rail Projects), or by scoring projects against the MTP goals and objectives specifically selected to prioritize the projects of a given grant program (all other programs).

Points assigned from goal and objective review may be combined with a subcommittee scoring (as in TA or Urban Regional projects) for a suggested ranking to the MPO Technical Advisory Committee and Policy Board. Alternatively, scores may be forwarded to the MPO boards for information only (as with HSIP, Urban Roads, and Urban Grant projects). Projects approved by the boards are forwarded to NDDOT along with a Policy Board approved ranking, as available.

NDDOT subsequently reviews project applications, awards funding, and notifies the local agency and MPO of the award. Projects are thus considered 'programed' and are added into the Draft TIP. The Draft TIP is reviewed by the public as well as State and Federal oversight. Revisions are made as necessary based on comments received. The Final TIP is submitted for consideration and adoption by the MPO boards, and forwarded to the NDDOT, FHWA, and FTA for final approval. The general timing of this process is detailed in Figure 1.

TIP Amendment Process

The TIP will be amended or modified when there are project changes to the first programming year, known as the in-year. For the 2026-2029 TIP, this is 2026. Out-year programs will be updated with each annual TIP update.

TIP Amendments will be released for a 15-day public comment period for changes that include the following:

- Major scope changes (including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/lane/intersection/route)
- Significant cost increases (greater than or equal to 25% of the total project cost)
- Adding new projects or removing projects in the TIP
- Capacity-increasing projects
- Projects negatively impacting air quality or environmental justice areas (concentrated populations of low income and minorities)
- Any other projects that have the potential to affect the fiscal constraint of the MTP

The MPO will host a public hearing and publish a legal notice or advertisement in the Bismarck Tribune at least 15 days prior to the public meeting if the proposed amendment is deemed significant in nature. The day of publication does not count toward the 15-day requirement; however, the final day of the comment period does count toward the required minimum.

Page: 6

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

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

TIP Amendments will require MPO Policy Board approval.

The MPO TAC and Policy Board, as well as NDDOT, FHWA, and FTA, will be notified regarding TIP Administrative Modifications. Public notification is not required for a TIP Administrative Modification. Modifications will be considered complete upon document development by MPO staff, and the public, MPO boards, and MPO oversight will be notified of the TIP Administrative Modification(s) at the soonest opportunity for public meeting.

TIP Administrative Modifications include the following:

- Minor scope changes
- Change in construction and/ or funding year, without significant cost increase or major scope change
- Minor cost changes (any decrease of total project cost or an increase less than 25% of the total project cost)
- Notice of advance construction by a local agency
- Change, addition, or deletion to the project phasing of an RSP or the Annual Lump-Sum Project Phase Estimates.

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

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

[illegible]

 Author: kristen.sperry	Subject: Highlight	Date: 8/28/2025 8:27:36 AM
Missing PCN 2440, Map Key 1138 8th Ave NW, 27th St, NW - Reconstruction \$5,000,000 total cost in FY 27		
 Author: Stephen Larson	Subject: Sticky Note	Date: 9/3/2025 2:38:15 PM
This project will be added		
 Author: kristen.sperry	Subject: Highlight	Date: 8/28/2025 7:12:52 AM
Not in the STIP		
 Author: Stephen Larson	Subject: Sticky Note	Date: 9/3/2025 2:38:39 PM
This project has been included in the TIP based on Transportation Alternatives Award notice we just received.		
 Author: kristen.sperry	Subject: Highlight	Date: 8/28/2025 7:13:03 AM
Not in the STIP		
 Author: Stephen Larson	Subject: Sticky Note	Date: 9/3/2025 2:38:45 PM
This project has been included in the TIP based on Transportation Alternatives Award notice we just received.		
 Author: kristen.sperry	Subject: Highlight	Date: 8/28/2025 7:20:43 AM
STIP total cost is \$1,050,000		
 Author: Stephen Larson	Subject: Sticky Note	Date: 9/3/2025 2:39:04 PM
NDDOT has provided us with updated costs for this project since the release of their draft STIP		

[illegible]

Operations and Maintenance (O&M) includes the routine and regular activities necessary to maintain a safe and operational roadway network. These activities may include winter maintenance (snow removal, sanding, plowing, salting), street sweeping, street maintenance (potholes, chip seals, crack seals, signalization/ lighting, sign repair and replacement, concrete pavement repairs, gravel and grading), or labor costs associated with the administration and/or engineering of these activities. O&M is specific to managing the day-to-day operations of the road system. Therefore, it does not include new construction, major rehabilitation, or reconstruction of any transportation system element.

According to U.S. **Federal Code of Regulation** 23 CFR 450.324(f), the Metropolitan Planning Organization (MPO) is required to report on the local and state funds used toward O&M activities. Cost estimates are captured at a 'system level'—that is, they are comprehensive of all roadways within the metropolitan area and should be inclusive of a variety of O&M activities. Further, the cost estimates indicate the sources of local funding and approximate how much of the local funds are used on Federal-Aid Highways (i.e. roadways deemed eligible to be (re)-constructed with federal funds).

The MPO fulfills its federal O&M reporting requirement with assistance from NDDOT and its member cities and counties. Traditionally, the jurisdictions/NDDOT provide an estimate of expenditures for the base year of the TIP and forecast future years at a 4% inflation rate.

Although federal funding is not used toward state or local O&M programs within the MPO area, these types of activities are supported by the MPO's Arrive 2050 Metropolitan Transportation Plan. They are supported specifically through objectives that aim to 'maintain pavement quality and bridges at acceptable levels' and 'promote reliable vehicle travel'. Further support is found in the goals and objectives of the 2025-2050 MTP, which was adopted in December 2024.

The following is a breakdown of O&M for the 2026-2029 TIP.

Author: kristen.sperry	Subject: Highlight	Date: 8/28/2025 9:50:17 AM
Code of Federal Regulation (CFR)		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/3/2025 2:39:55 PM
We will correct this language		

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

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

Bismarck-Mandan MPO Operations and Maintenance Expenses/Revenues for Federal-Aid Highways in the Bismarck-Mandan MPO Area

Year(s)	Anticipated Operations and Maintenance Expenses ¹	Anticipated Maintenance and Operations Revenue ²	Federal-aid Highway Lane Miles in Bismarck-Mandan MPO Area which NDDOT Provides Operation and Maintenance Activities	Percent Federal-Aid Highway Lane Miles in MPO per Total Statewide Roadway Lane Miles	MPO Area Apportioned Operations and Maintenance Expenses	MPO Area Apportioned Operations and Maintenance Revenues
2026	\$125,588	\$125,588	\$12	1.90%	\$2,388.17	\$2,388.17
2027-2028	\$126,764	\$126,764	\$12	1.90%	\$7,158.50	\$7,158.50

¹The operations and maintenance expenditures/revenues consider all roadway lane miles maintained by NDDOT throughout the State of North Dakota.

City of Bismarck Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses ¹	Anticipated Maintenance and Operations Revenue ²	Funding Sources for Operations and Maintenance Activities	Percent of Federal-Aid Highways to total roadways in City of Bismarck ³	City of Bismarck Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ⁴	City of Bismarck Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ⁴
2026	\$2,817,360	\$2,817,360	Intergovernmental Rev., Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$757,869.84	\$757,869.84
2027	\$2,830,054	\$2,830,054	Intergovernmental Rev., Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$788,184.53	\$788,184.53
2028	\$3,047,256	\$3,047,256	Intergovernmental Rev., Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$819,711.86	\$819,711.86
2029	\$3,169,146	\$3,169,146	Intergovernmental Rev., Charges for Services, Other Income, General Fund, Sales Tax, SW Disposal, Sales of Assets/Expenses, Snow Gates, Forestry	26.90%	\$862,600.27	\$862,600.27

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in the City of Bismarck (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

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

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

Federal-Aid Highways in the City of Bismarck

Name	Location	Jurisdiction Responsible for Operations and Maintenance
US 83/State Street	Within Bismarck Corporate City Limits	Partnership with NDDOT
Expressway	Between Expressway Bridge and US4	Partnership with NDDOT
7th and 9th Streets	Between Boulevard and Expressway	Partnership with NDDOT
MD 1804/University	Between Expressway and Corporate City Limits	Partnership with NDDOT
IdM	Within Bismarck Corporate City Limits	NDDOT is Fully Responsible
MD and functionally classified roadways	Within Bismarck Corporate City Limits	City is Fully Responsible

Burleigh County Operations and Maintenance Expenses/Revenues

Year	Anticipated Operations and Maintenance Expenses ¹	Anticipated Maintenance and Operations Revenue ²	Funding Sources for Operations and Maintenance Activities	Percent Federal-Aid Highways to total roadways in Metropolitan portion of Burleigh County ³	Burleigh County Apportioned Operations and Maintenance Expenses for Federal-Aid Highways ⁴	Burleigh County Apportioned Operations and Maintenance Revenues for Federal-Aid Highways ⁴
2026	\$1,697,231	\$1,697,231	Hwy Gas Tax and Mill Levy	5.60%	\$95,044.94	\$95,044.94
2027	\$1,765,120	\$1,765,120	Hwy Gas Tax and Mill Levy	5.60%	\$98,846.72	\$98,846.72
2028	\$1,833,009	\$1,833,009	Hwy Gas Tax and Mill Levy	5.60%	\$102,600.60	\$102,600.60
2029	\$1,900,898	\$1,900,898	Hwy Gas Tax and Mill Levy	5.60%	\$106,312.62	\$106,312.62

¹The operations and maintenance expenditures/revenues consider all roadway lane miles in Burleigh County (excluding Federal-aid Highways that fall solely within the jurisdictional responsibility of NDDOT).

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

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

Federal-Aid Highways in Burleigh County

Name	Location	Jurisdiction Responsible for Operations and Maintenance
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According to 23 CFR 450.104, a Regionally Significant Project (RSP) is defined as a “transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network.” Federal regulations require the notation of RSP projects in the MPO's TIP and State DOT's STIP.

In 2021, the North Dakota Department of Transportation (NDDOT) was requested by the North Dakota Division of the Federal Highway Administration (FHWA) to adopt a revised definition for RSP. NDDOT consulted with the state MPO's via their executive directors and offered the MPO's an opportunity to develop a collective definition. The Bismarck-Mandan MPO additionally consulted with its jurisdictions, including the Technical Advisory Committee (TAC), in order to draft a revised RSP definition for their region. On May 18, 2021, the MPO's Policy Board officially approved the following RSP definition:

Definition for Regionally Significant Projects

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both funded with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on a newly purchased real estate.

Going forward, the MPO will note projects that meet this definition in their TIP's Program of Projects and will break out the cost of each RSP project by phasing (phases include preliminary engineering, construction, utilities, and right-of-way). Additionally, NDDOT will provide the MPO with lump sum cost estimates for the phases of all non-RSP projects. The lumps sum cost estimates will also be included in the TIP. The goal of these activities to give the public a clear understanding of the costs and funding sources of local transportation improvement projects.

RSP project phases will be monitored by their lead agency throughout their design lifespan – from award of funds to award of construction bid – and cost changes will be brought to the attention of the MPO. Cost changes will be noted in the TIP by amendment or modification. FHWA releases funds for RSP projects as indicated in the TIP so changes are expected to occur on an ongoing basis.

There are no projects identified currently as RSP in the 2026-2029 TIP.

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

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

Federal Performance Measures:

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012 and included several provisions that collectively transformed the Federal surface transportation program to greater focus on the achievement of performance-based outcomes. In 2015, Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. This process is collectively known as Performance-Based Planning and Programming (PBPP). The Infrastructure Investment and Jobs Act (IIJA, signed into law in 2021) has carried performance measures into the next Federal Highway Bill. Various agencies of the US Department of Transportation (USDOT), which includes FHWA, are responsible for administering the rulemaking regarding PBPP. The overall goal is to link Performance-Based Planning practices to future investments in the transportation system through concordant development of the MPOs Metropolitan Transportation Plan (MTP) and TIP. 23 CFR 450.326(d) specifies this process by stating 'the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.'

To create an effective PBPP, the federal government has identified seven major aspects of the transportation system which, when kept in good standing, ensure a safer and more efficient network and user experience. State DOTs and MPOs have been directed to emphasize the following Performance Goals Areas in their LRTP/MTP and TIP.

- Safety and Security
- Infrastructure Condition (for Bridges and Pavement)
- Congestion Reduction
- System Reliability for Freight Movement and Economic Vitality
- Alternative Transportation Modes to Automobile Travel
- Environmental Sustainability
- Reduced Project Delivery

For each Performance Goal Area, the MPO also adopts local-level targets and objectives that have been deemed appropriate to meet the needs of the Bismarck-Mandan region. These regional targets and objectives specify how the MPO should improve within a given Performance Goal Area. Regional targets and objectives, along with public input and financial constraint, were used to identify a constrained project lists for the short-, mid-, and long-term planning horizons. The constrained projects—particularly the short-term projects—meet local transportation needs and improve the system consistent with Federal requirements. The Bismarck-Mandan MPO, in accordance with the federal rule, will incorporate the short-term projects identified in the 2025-2050 MTP into the current and future TIPs.

Any system or process must be measured to gauge its effectiveness. **Federal rule** has ratified specific Performance Measures for three of the seven Performance Goal Areas: Safety and

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

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

BMMPO ADOPTED TARGETS				
	BASILINE CONDITION	NDDOT ADOPTED TARGET	MPO ADOPTED TARGET	CURRENT ADOPTION PERIOD
PM1: SAFETY				
1) Number of Fatalities	101.0	91.3	91.3	2025
2) Rate of Fatalities	1.076	1.034	1.034	2025
3) Number of Serious Injuries	426.8	410.0	410.0	2025
4) Rate of Serious Injuries	4.550	4.371	4.371	2025
5) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	34.2	32.9	32.9	2025
PM2: INFRASTRUCTURE CONDITION				
1) Percent of National Highway System (NHS) Bridges in Good Condition	Not Available (NA)	50%	50%	2022-2026
2) Percentage of NHS Bridges in Poor Condition	NA	10%	10%	2022-2026
3) Percentage of Interstate Pavement in Good Condition	NA	75.6%	75.6%	2022-2026
4) Percentage of Interstate Pavement in Poor Condition	NA	3%	3%	2022-2026
5) Percentage of Non-Interstate NHS Pavement in Good Condition	NA	58.3%	58.3%	2022-2026
6) Percentage of Non-Interstate NHS Pavement in Poor Condition	NA	3%	3%	2022-2026
PM3: SYSTEM RELIABILITY				
1) Percentage of Person Miles Travel on the Interstate that are reliable	NA	85%	85%	2022-2026
2) Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable	NA	85%	85%	2022-2026
3) Truck Travel Time Reliability Index	NA	2.0	2.0	2022-2026

Since the MPO has opted to support the NDDOT targets, reporting on this information is completed at the state level. Reporting indicates that the agency has met, has made considered progress toward, or did not meet their established targets.

Some state targets are set at a level lower than the current or baseline condition. This is allowed by the Federal Government when a state's network is in exceptionally good repair or operates well above the national average. This is the case with the National Highway System of North Dakota. Often, it is economically infeasible for a state to maintain the road network at such a high level for perpetuity. In these instances, the adopted target is set at a reasonable level – one that would still be considered 'good' by users.

Federal funds can be tied to accomplishment of or progress towards adopted targets. This incentivizes planning efforts to promote a PBPP processes. It also ensuring a linkage between the planning of projects in the MTP and the programing of projects in the TIP. Ultimately, the process is designed to use federal funding in a responsible and effective way in order to maintain and enhance the transportation system.

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

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

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

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

Typically, the Bismarck-Mandan MPO's TIP includes enhancement projects for Bis-Man Transit fleet and facilities. Projects include, but are not limited to, the procurement of replacement buses, federal and local funds given to annual preventive maintenance and security needs, and like procurements. Upcoming projects in the 2026-2029 TIP which contribute to the preventive maintenance of Transit's assets and State of Good Repair (SOGR) program are shaded below:

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

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

BISMARCK-MANDAN MPO BIS-MAN TRANSIT IMPROVEMENT PROGRAM For 2026-2029 Page 1 of 1										
Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2026	2027	2028	2029	Total
1	Bismarck-Mandan Area	Capital Cost of Contracting (COCOC)	PTA Sec. 9 (5307)	COOC - Operating costs associated with the operations contract.	Fed State Local	\$1,529,366 \$0 \$0	\$1,551,823 \$0 \$0	\$1,562,860 \$0 \$0	\$1,614,517 \$0 \$0	\$6,270,595 \$0 \$0
			80 / 20		Total	\$1,529,366	\$1,551,823	\$1,562,860	\$1,614,517	\$6,270,595
2	Bismarck-Mandan Area	Preventative Maintenance	PTA Sec. 9 (5307)	PM - Preventative maintenance on transit vehicles and facility.	Fed State Local	\$91,800 \$0 \$0	\$94,554 \$0 \$0	\$97,391 \$0 \$0	\$100,312 \$0 \$0	\$384,057 \$0 \$0
			80 / 20		Total	\$91,800	\$94,554	\$97,391	\$100,312	\$384,057
3	Bismarck-Mandan Area	Operating Expenses	PTA Sec. 9 (5307)	GPR - Operating assistance for feed route and elderly/disabled service.	Fed State Local	\$771,877 \$0 \$0	\$787,417 \$0 \$0	\$803,165 \$0 \$0	\$819,228 \$0 \$0	\$3,181,787 \$0 \$0
			80 / 50		Total	\$771,877	\$787,417	\$803,165	\$819,228	\$3,181,787
4	Bismarck-Mandan Area	Security	PTA Sec. 9 (5307)	SEC - Public transportation security projects.	Fed State Local	\$22,201 \$0 \$0	\$22,845 \$0 \$0	\$23,088 \$0 \$0	\$23,560 \$0 \$0	\$91,595 \$0 \$0
			80 / 20		Total	\$22,201	\$22,845	\$23,088	\$23,560	\$91,595
5	Bismarck-Mandan Area	Transit Planning	PTA Sec. 8 (5303) (5313)	Provide funding for the Transit Development Plan.	Fed State Local	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
			80 / 20		Total	\$0	\$0	\$0	\$0	\$0
6	Bismarck-Mandan Area	Capital Grant	PTA Section (5320) 85/20, 85/15	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities.	Fed State Local	\$755,000 \$0 \$0	\$1,190,000 \$0 \$0	\$595,000 \$0 \$0	\$1,190,000 \$0 \$0	\$3,730,000 \$0 \$0
					Total	\$755,000	\$1,190,000	\$595,000	\$1,190,000	\$3,730,000
7	Bismarck-Mandan Area	Capital Grant	PTA Section (5310) 85 / 15	Capital projects including vehicle purchases and mobility management for elderly and disabled.	Fed State Local	\$891,000 \$0 \$0	\$1,400,000 \$0 \$0	\$700,000 \$0 \$0	\$1,400,000 \$0 \$0	\$4,391,000 \$0 \$0
					Total	\$891,000	\$1,400,000	\$700,000	\$1,400,000	\$4,391,000
8	Bismarck-Mandan Area	Discretionary Grant	PTA Section (5310) 80 / 50	Operating assistance to the elderly and disabled.	Fed State Local	\$217,400 \$0 \$0	\$221,748 \$0 \$0	\$226,183 \$0 \$0	\$230,707 \$0 \$0	\$896,038 \$0 \$0
					Total	\$217,400	\$221,748	\$226,183	\$230,707	\$896,038
9	Bismarck-Mandan Area	Discretionary Grant	PTA Section (5310) 80 / 20	Mobility Manager salary assistance.	Fed State Local	\$31,920 \$0 \$0	\$33,516 \$0 \$0	\$35,192 \$0 \$0	\$36,951 \$0 \$0	\$137,579 \$0 \$0
					Total	\$31,920	\$33,516	\$35,192	\$36,951	\$137,579

Completion Analysis of 2024 Projects Associated with 2024-2027 TIP

In March 2025 the MPO analyzed the status of all projects programmed for completion in 2024.

Total 2024 Projects – 22

Total Projects added by amendment or modification in 2024 – 13

Total 2024 projects completed – 13

Total 2024 projects that were started but not completed – 7

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

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

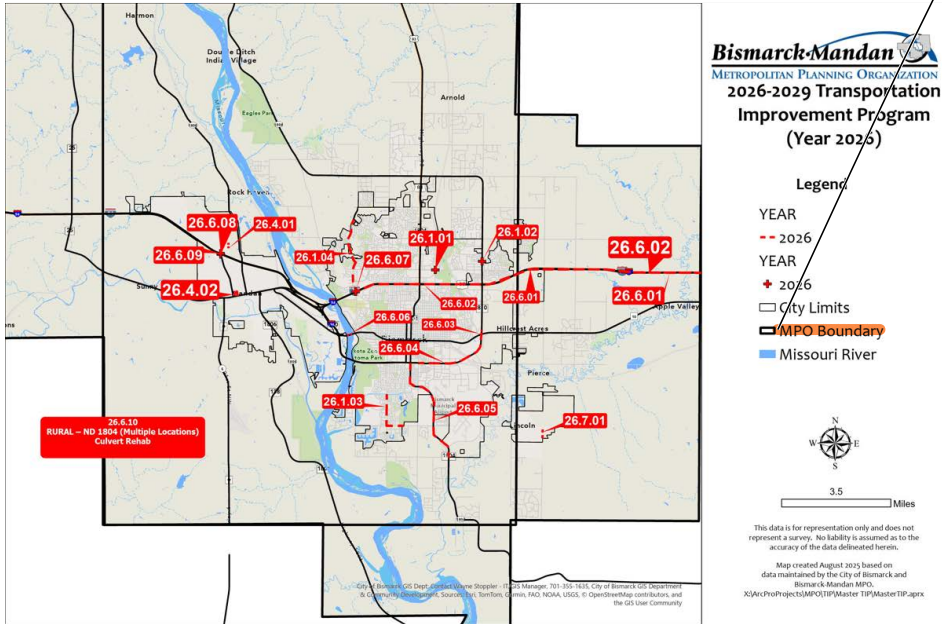
Total 2024 projects that were cancelled – 0

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

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

Author: kristen.sperry Subject: Highlight Date: 9/2/2025 11:58:20 AM
MPO MPA or UZA? - use consistent wording.

Author: Stephen Larson Subject: Sticky Note Date: 9/3/2025 2:42:27 PM
It is our planning boundary and will be updated



Summary of Comments on TRANSPORTATION IMPROVEMENT PROGRAM

Page: 1

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

BISMARCK-MANDAN MPO BIS-MAN TRANSIT IMPROVEMENT PROGRAM For 2026-2029 Page 1 of 1										
Project #	Project Location	Project Type	Funding	Project Description	Funding Source	2026	2027	2028	2029	Total
1 11.71.12	Bismarck/ Mandan Area	Capital Cost of Contracting (CCOC)	FTA Sec. 9 (5307)	CCOC - Operating costs associated with the operations contract.	Fed State Local	\$1,521,395 \$0 \$380,349	\$1,551,823 \$0 \$387,956	\$1,562,555 \$0 \$395,715	\$1,614,517 \$0 \$403,629	\$6,270,595 \$0 \$1,567,649
			80 / 20		Total	\$1,901,744	\$1,939,779	\$1,958,270	\$2,018,146	\$7,835,244
2 11.7A.00	Bismarck/ Mandan Area	Preventative Maintenance	FTA Sec. 9 (5307)	PM - Preventative maintenance on transit vehicles and facility	Fed State Local	\$91,800 \$0 \$22,950	\$94,554 \$0 \$23,639	\$97,391 \$0 \$24,348	\$100,312 \$0 \$25,078	\$384,057 \$0 \$96,014
			80 / 20		Total	\$114,750	\$118,193	\$121,738	\$125,390	\$480,071
3 30.09.01	Bismarck/ Mandan Area	Operating Expenses	FTA Sec. 9 (5307)	OPR - Operating assistance for fixed route and elderly/disabled service	Fed State Local	\$771,977 \$410,000 \$771,977	\$787,417 \$422,300 \$787,417	\$803,165 \$434,969 \$803,165	\$819,228 \$448,018 \$819,228	\$3,181,787 \$1,715,287 \$3,181,787
			50 / 50		Total	\$1,953,054	\$1,997,133	\$2,041,299	\$2,086,474	\$8,078,860
4 11.32.07	Bismarck/ Mandan Area	Security	FTA Sec. 9 (5307)	SEC - Public transportation security projects	Fed State Local	\$22,201 \$0 \$5,550	\$22,645 \$0 \$5,661	\$23,098 \$0 \$5,775	\$23,560 \$0 \$5,890	\$91,505 \$0 \$22,876
			80 / 20		Total	\$27,752	\$28,307	\$28,873	\$29,450	\$114,381
5	Bismarck/ Mandan Area	Transit Planning	FTA Sec. 8 (5303)	Provide funding for the Transit Development Plan	Fed State Local	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0
			80 / 20		Total	\$0	\$0	\$0	\$0	\$0
6 11.42.06 11.42.20 11.12.04	Bismarck/ Mandan Area	Capital Grant	FTA Section (5339)	Provide funding to replace, rehabilitate, and purchase buses and related equipment, including shop equipment, and construct bus related facilities	Fed State Local	\$755,050 \$0 \$135,950	\$1,190,000 \$0 \$216,500	\$595,000 \$0 \$105,000	\$1,190,000 \$0 \$210,000	\$3,730,050 \$0 \$660,950
			80/20; 85/15		Total	\$891,000	\$1,406,500	\$700,000	\$1,400,000	\$4,397,500
7	Bismarck/ Mandan Area	Capital Grant	FTA Section (5310)	Capital projects including vehicle purchases and mobility management for elderly and disabled	Fed State Local	\$611,184 \$0 \$107,856	\$646,000 \$0 \$114,000	\$661,500 \$0 \$28,500	\$670,000 \$0 \$0	\$1,416,584 \$0 \$250,356
			85 / 15		Total	\$719,040	\$760,000	\$690,000	\$670,000	\$2,739,040
8	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Operating assistance to the elderly and disabled	Fed State Local	\$217,400 \$0 \$217,400	\$221,748 \$0 \$221,748	\$226,183 \$0 \$226,183	\$230,707 \$0 \$230,707	\$896,038 \$0 \$896,038
			50 / 50		Total	\$434,800	\$443,496	\$452,366	\$461,413	\$1,792,075
9	Bismarck/ Mandan Area	Discretionary Earmark Grant	FTA Section (5310)	Mobility Manager salary assistance	Fed State Local	\$31,920 \$0 \$7,980	\$33,516 \$0 \$8,379	\$35,192 \$0 \$8,798	\$36,951 \$0 \$9,238	\$137,579 \$0 \$34,395
			80 / 20		Total	\$39,900	\$41,895	\$43,990	\$46,189	\$177,974

RESOLUTION

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization hereby adopts the Bismarck-Mandan Transportation Improvement Program for the FY 2026 through 2029.

BE IT RESOLVED, that the Bismarck-Mandan Metropolitan Planning Organization certifies that the requirements of 23 CFR 450.336 and the IIJA Act (Pub. L. 117-58) are met.

Dated this ____ day of _____, 2025

Chair
Bismarck-Mandan
Metropolitan Planning Organization

Date



Summary of Comments on TRANSPORTATION IMPROVEMENT PROGRAM

Page: 2

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

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

communicate with the public, and continually updating its online platforms. The MPO continues to use traditional outreach tools to ensure public participation from those without access to computers and mobile devices can engage in the public participation process.

The MPO strives to share and manage data in an efficient and equitable manner throughout the transportation planning process. A major goal of the MPO is to gather relevant transportation data for local, state, and federal partners, as well as the public. The MPO actively collects pavement conditions data, traffic turning movement counts, orthophotography and lidar, and socio-economic and demographic data for the MPO area. The MPO also draws upon the outcomes of past studies and projects in order improve its policy and decision-making.

23 U.S.C. Sec. 134 indicates that projects in the MPO area which are funded with federal assistance must be included in a Transportation Improvement Program (TIP) and approved by the Metropolitan Planning Organization (MPO).

MPO staff worked with the local communities and State Department of Transportation to prepare the FY 2026-2029 Transportation Improvement Program for the Bismarck-Mandan Metropolitan Area.

In November 2023, the MPO adopted a Transit Development Plan (TDP) update for Bis-Man Transit, who brokers the current transit system.

The MPO Public Participation Plan was followed in developing this TIP. A copy of the Public Participation Plan is available upon request at the MPO office:

Bismarck-Mandan Metropolitan Planning Organization
221 N 5th Street/ P.O. Box 5503
Bismarck, ND 58506-5503
(701) 355-1840

Or online: <http://bismarcknd.gov/1225/Public-Participation-Plan>

The Transportation Improvement Program (TIP) development process provides an opportunity for discussing and receiving input on the various transportation projects under consideration.

TIP Project Selection Process

Project selection for the 2026-2029 TIP was accomplished in coordination with local jurisdiction, MPO partner agencies, and NDDOT for the following grant programs: Urban Roads, Urban Regional, Urban Grant, Urban Rail/Highway Crossing Safety, Highway Safety Improvement Program (HSIP), and Transportation Alternatives (TA).

Project selection begins with a solicitation notice from the MPO to the jurisdictions and/or partner agencies. Ideally, NDDOT solicitation precedes this notice, but it may occur afterward.

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

Local agencies select their projects, prepare applications, and have their applications approved by their local boards.

Upon submittal to the MPO, MPO staff ensures the proposed projects are compliant with the Metropolitan Transportation Plan (MTP). This occurs by reviewing the goals and objectives of the MTP to establish a project's 'goodness of fit' (as with Urban Rail Projects), or by scoring projects against the MTP goals and objectives specifically selected to prioritize the projects of a given grant program (all other programs).

Points assigned from goal and objective review may be combined with a subcommittee scoring (as in TA or Urban Regional projects) for a suggested ranking to the MPO Technical Advisory Committee and Policy Board. Alternatively, scores may be forwarded to the MPO boards for information only (as with HSIP, Urban Roads, and Urban Grant projects). Projects approved by the boards are forwarded to NDDOT along with a Policy Board approved ranking, as available.

NDDOT subsequently reviews project applications, awards funding, and notifies the local agency and MPO of the award. Projects are thus considered 'programed' and are added into the Draft TIP. The Draft TIP is reviewed by the public as well as State and Federal oversight. Revisions are made as necessary based on comments received. The Final TIP is submitted for consideration and adoption by the MPO boards, and forwarded to the NDDOT, FHWA, and FTA for final approval. The general timing of this process is detailed in Figure 1.

TIP Amendment Process

The TIP will be amended or modified when there are project changes to the first programming year, known as the in-year. For the 2026-2029 TIP, this is 2026. Out-year programs will be updated with each annual TIP update.

TIP Amendments will be released for a 15-day public comment period for changes that include the following:

- Major scope changes (including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/lane/intersection/route)
- Significant cost increases (greater than or equal to 25% of the total project cost)
- Adding new projects or removing projects in the TIP
- Capacity-increasing projects
- Projects negatively impacting air quality or environmental justice areas (concentrated populations of low income and minorities)
- Any other projects that have the potential to affect the fiscal constraint of the MTP

The MPO will host a public hearing and publish a legal notice or advertisement in the Bismarck Tribune at least 15 days prior to the public meeting if the proposed amendment is deemed significant in nature. The day of publication does not count toward the 15-day requirement; however, the final day of the comment period does count toward the required minimum.

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

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

TIP Amendments will require MPO Policy Board approval.

The MPO TAC and Policy Board, as well as NDDOT, FHWA, and FTA, will be notified regarding TIP Administrative Modifications. Public notification is not required for a TIP Administrative Modification. Modifications will be considered complete upon document development by MPO staff, and the public, MPO boards, and MPO oversight will be notified of the TIP Administrative Modification(s) at the soonest opportunity for public meeting.

TIP Administrative Modifications include the following:

- Minor scope changes
- Change in construction and/ or funding year, without significant cost increase or major scope change
- Minor cost changes (any decrease of total project cost or an increase less than 25% of the total project cost)
- Notice of advance construction by a local agency
- Change, addition, or deletion to the project phasing of an RSP or the Annual Lump-Sum Project Phase Estimates.

TIP REVISIONS

AMENDMENTS

15 day legal notice
Public Hearing
Policy Board Approval

- Major scope changes (including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/ lane/intersection/route)
- Significant cost increases (greater than or equal to 25% of the total project cost)
- Adding new projects or removing projects in the TIP
- Capacity-increasing projects
- Projects negatively impacting air quality or environmental justice areas (concentrated populations of low income and minorities)
- Any other projects that have the potential to affect the fiscal constraint of the MTP

ADMINISTRATIVE MODIFICATIONS

Policy Board and
Oversight Agency
Notification Only

- Minor scope changes
- Change in construction and/ or funding year, without significant cost increase or major scope change
- Minor cost changes (any decrease of total project cost or an increase less than 25% of the total project cost)
- Notice of advance construction by a local agency
- Change, addition, or deletion to the project phasing of an RSP or the Annual Lump-Sum Project Phase Estimates.

Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:31:27 PM
1.	Add: Less significant TIP Revisions which do not meet the thresholds of a TIP Amendment are considered Administrative Modifications	
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:06:38 PM
Will consider revising		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:32:04 PM
Make this one third.		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:07:13 PM
Will look at revising		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/19/2025 12:31:53 PM
Make this the 2nd under TIP Revisions		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:08:18 PM
Will look at revising		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:53:59 PM
TIP REVISIONS		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Sticky Note	Date: 9/25/2025 4:48:28 PM
I made a quick and dirty Graphic to show the relationship over the two types of "TIP Revisions" per definitions in CFR		
Author: Stephen Larson	Subject: Sticky Note	Date: 9/25/2025 4:50:23 PM
Thanks for the illustration. I don't believe we will include a graph like this this time around (I'm finding the formatting challenging) but that may change in future years.		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Polygonal Line	Date: 9/19/2025 1:55:16 PM
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:54:49 PM
ADMINISTRATIVE MODIFICATIONS		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:55:06 PM
AMENDMENTS		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:55:00 PM
15 day legal notice Public Hearing Policy Board Approval		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:54:47 PM
Policy Board and Oversight Agency Notification Only		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:54:56 PM
• Major scope changes (including, but not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/ lane/intersection/route) • Significant cost increases (greater than or equal to 25% of the total project cost) • Adding new projects or removing projects in the TIP • Capacity-increasing projects • Projects negatively impacting air quality or environmental justice areas (concentrated populations of low income and minorities) • Any other projects that have the potential to affect the fiscal constraint of the MTP		
Author: Will Hutchings (hutchingswill@nd.gov)	Subject: Text Box	Date: 9/19/2025 1:54:52 PM
• Minor scope changes • Change in construction and/ or funding year, without significant cost increase or major scope change • Minor cost changes (any decrease of total project cost or an increase less than 25% of the total project cost) • Notice of advance construction by a local agency • Change, addition, or deletion to the project phasing of an RSP or the Annual Lump-Sum Project Phase Estimates.		

Comments from page 7 continued on next page

Summary of Comments on TRANSPORTATION IMPROVEMENT PROGRAM

Page: 1

- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Sticky Note Date: 9/19/2025 2:05:16 PM
59100
- Author: Stephen Larson Subject: Sticky Note Date: 9/25/2025 3:52:39 PM
The updated costs for this project were provided by Stacey/NDDOT. If they end up not being incorporated into the final STIP, we will make amendments/modifications as needed.
- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Comment on Text Date: 9/19/2025 2:04:30 PM
591,000
- Author: Stacey Hanson Subject: Sticky Note Date: 9/23/2025 12:39:36 PM
This project is being removed from the 2026-2029 STIP since it was moved up to 2025 for year end funding
- Author: Stephen Larson Subject: Sticky Note Date: 9/25/2025 3:53:00 PM
Noted, we will remove this project from FY2026.
- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Comment on Text Date: 9/19/2025 2:04:41 PM
531,900
- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Sticky Note Date: 9/19/2025 3:32:12 PM
13400
- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Sticky Note Date: 9/26/2025 9:14:39 AM
134000
- Author: Stacey Hanson Subject: Sticky Note Date: 9/23/2025 12:40:28 PM
This project is being removed from the 2026-2029 STIP since it was moved up to 2025 for year end funding
- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Sticky Note Date: 9/19/2025 2:07:47 PM
120600
- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Sticky Note Date: 9/25/2025 12:50:43 PM
This must be removed from this table or else, per information we received from FHWA, this will cause a non-conformance issue that will prevent adoption of the STIP and could mean a freeze on all projects for the MPO and potentially statewide. (you don't want that)
We recognize the MPO's desire to be informative and transparent about these locally funded projects. The portion of the TIP where PLJ projects are detailed can remain in which you mention this project.
- Author: Stacey Hanson Subject: Sticky Note Date: 9/23/2025 12:41:59 PM
We don't need to add this to the STIP. We only need to add projects that meet our previously agreed upon definition of regionally significant. This was agreed upon by DOT, MPOs, and FHWA.
- Author: Stephen Larson Subject: Sticky Note Date: 9/25/2025 3:54:01 PM
We will remove this project from the Program, per your direction.
- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Sticky Note Date: 9/25/2025 10:21:17 AM
Not in STIP
- Author: Stacey Hanson Subject: Sticky Note Date: 9/23/2025 12:45:43 PM
Remove from TIP
- Author: Stephen Larson Subject: Sticky Note Date: 9/25/2025 3:54:30 PM
This project will be removed.
- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Sticky Note Date: 9/25/2025 11:46:18 AM
For some reason this is not in the STIP. I am digging up emails to get to the bottom of this for now keep this in especially since I previously told your MPO to add it..
- Author: Stephen Larson Subject: Sticky Note Date: 9/25/2025 3:54:48 PM
We will keep this project as noted.
- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Line Date: 9/25/2025 12:10:45 PM
- Author: Will Hutchings (hutchingswill@nd.gov) Subject: Line Date: 9/25/2025 12:37:18 PM

BISMARCK-MANDAN MPO TRANSPORTATION IMPROVEMENT PROGRAM 2026-2029 Page 1 of 4													
PROJECT FUNDING YEAR 2026				ESTIMATED COST IN DOLLARS									
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION		TOTAL	FEDERAL	STATE	LOCAL	FEDERAL SHARE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (S/N)		
BISMARCK	26.1.01	Stacy - Bismarck 19th St to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$145,000	\$72,500	\$0	\$72,500	80%	NSU	2026	NA		
BISMARCK	26.1.02	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$200,000	\$100,000	\$0	\$100,000	80%	NSU	2026	NA		
BISMARCK	26.1.03	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$16,510,000	\$8,255,000	\$0	\$8,255,000	80%	NSU	2026	NA		
BISMARCK	26.1.04	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$16,000,000	\$8,000,000	\$0	\$8,000,000	80%	NSU	2026	NA		
MANDAN	26.4.01	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$484,213	\$242,106	\$0	\$242,106	80%	TAU	2026	NA		
MANDAN	26.4.02	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$4,401,410	\$2,200,705	\$0	\$2,200,705	80%	USP-CPU	2026	NA		
NDDOT	26.6.02	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$2,389,400	\$1,194,700	\$0	\$1,194,700	80%	NSU	2026	NA		
NDDOT	26.6.03	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$126,812	\$63,406	\$0	\$63,406	80%	NSU	2026	NA		
NDDOT	26.6.04	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$1,402,838	\$701,419	\$0	\$701,419	80%	NSU	2026	NA		
NDDOT	26.6.05	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$2,170,000	\$1,085,000	\$0	\$1,085,000	80%	NSU	2026	NA		
NDDOT	26.6.07	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$500,000	\$250,000	\$0	\$250,000	80%	NSU	2026	NA		
NDDOT	26.6.08	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$500,000	\$250,000	\$0	\$250,000	80%	NSU	2026	NA		
NDDOT	26.6.09	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$500,000	\$250,000	\$0	\$250,000	80%	NSU	2026	NA		
NDDOT	26.6.10	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$775,000	\$387,500	\$0	\$387,500	80%	NSU	2026	NA		
NDDOT	26.7.01	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$1,000,000	\$500,000	\$0	\$500,000	80%	NSU	2026	NA		
LINCOLN PARK DISTRICT	26.7.01	Century Ave to Century Ave (Reconstruct the asphalt and resurface turn lanes to remove the existing negative offset, signal work)		\$125,000	\$62,500	\$0	\$62,500	80%	TAU	2026	NA		
UPDATE Cost and Description to include the Road Weather (SMS & ESS) references. -													
2026	Road	ROAD	WATER (SMS & ESS)	0	0	0	0	0	0	0	0	0	0
In STIP Missing here:													
EX	Program	ECN	Year	Location	Length	Trans of Work	Total	Federal	State	Local	Other		
2026	Transportation Alternative	1052	TAU	8TH AVE NW - MANDAN HIGH SCHOOL PRIDE	0	Reconstruct/Resurface	\$484,213	\$242,106	\$0	\$242,106	\$0		
2026	Road	23658	IM	14 W E OF BUS INTR TO E OF MENDENHALL	0.7708	Fencing, PCC Pave	\$1,071,081	\$535,540	\$535,540	\$0	\$0		
2026	Safety	23697	IM	1948 & 23RD AVE W/CO 10	0	Grade, Aggr Base, Hot Bit Pave, Lighting	\$1,700,000	\$850,000	\$850,000	\$0	\$0		

[illegible]

Author: Will Hutchings (hutchingswill@nd.gov) Subject: Line Date: 9/25/2025 12:37:20 PM

Author: Will Hutchings (hutchingswill@nd.gov) Subject: Rectangle Date: 9/25/2025 11:41:44 AM

Author: Stacey Hanson Subject: Sticky Note Date: 9/23/2025 1:37:39 PM
Please check with Programming to see if the Rural Statewide ITS project still exists or if that should be removed from the TIP.
Please check with Kent/Joe to see if the Lincoln 66th St project is an approved TA award. If it is correct, it will need to be added to the STIP.

Author: Will Hutchings (hutchingswill@nd.gov) Subject: Sticky Note Date: 9/25/2025 11:42:30 AM
Remove - Per TA program coordinator. This project has not been awarded or programmed.

5 Author: Stephen Larson Subject: Sticky Note Date: 9/26/2025 9:12:28 AM
Thanks for confirming with me, via email, that this project should remain in the TIP, but labeled as a Recreational Trails Program (RTP) project.

Author: Will Hutchings (hutchingswill@nd.gov) Subject: Text Box Date: 9/25/2025 12:37:56 PM

Author: Stephen Larson Subject: Sticky Note Date: 9/25/2025 3:57:53 PM
We will update as noted

Author: Will Hutchings (hutchingswill@nd.gov)		Subject: Text Box		Date: 9/25/2025 12:37:35 PM							
FY	Program	PCN	Map Key	FundSe	Hwy Dir	Location	Length	Types of Work	Total	Federal	State
2026	Local	Other									
		Transportation Alternatives	1052	TAU	8TH AVE NW - MANDAN HIGH SCHOOL PEDE		0	Bikeway/Walkway	\$484,213	\$391,874	\$0
		\$0							\$131,971,081	\$28,773,973	\$1,197,108
		Rural	22958	1009	IM	94 W E OF BIS INTR TO E OF MENOKEN INTR	9.7708	Fencing, PCC Pave			
		\$0									
2026	2026	Safety	23697	1054	HEN	1-948 & 23RD AVE WICO TO	0	Grade, Aggr Base, Hot Bit Pave, Lighting	\$3,700,000	\$3,330,000	\$370,000

BISMARCK-MANDAN IMPROVEMENT PROGRAM 2026-2030 Page 2 of 4										
PROJECT FUNDING YEAR 2027										
ESTIMATED COST IN DOLLARS										
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (S/N)
BISMARCK	27.1.01	Safe - Bismarck 5th/Highway 81 (Washington St and W Brown Ave Intersection) Remove existing traffic signal, install roundabout island & RORP crossing	\$140,000	\$126,000	\$0	\$14,000	HEU	24625	NA	
BISMARCK	27.1.02	Urban Growth Project - Bismarck Front Ave, 3rd St, and 5th St Front Ave from Mainway St to 5th St, 3rd St from Front Ave to Main Ave, 5th St from Brown Ave to Main Ave) Add 6 center turn lanes, 6 center turn lanes, ADA ramps, pavement markings, LED lighting, street trees, bike lane, traffic signal, crosswalks, ADA ramps, ADA crosswalks, 6 bus shelter zones.	\$3,096,000	\$1,610,000	\$0	\$1,486,000	UGP-CPU	24327	NA	
BISMARCK	27.1.03	Interchange - 1st Avenue - 1st Avenue (East Century Ave to Sunrise Park) (East Century Ave to Sunrise Park) (East Century Ave to Sunrise Park)	\$501,800	\$478,544	\$0	\$118,360	TAU		NA	
MANDAN	27.4.01	Interchange at Mainway - 3rd St (3rd Ave St to 3rd Ave St) (Mainway Interchange)	\$254,888	\$206,120	\$0	\$48,768	TAU		NA	
NDDOT	27.6.01	From 1st north approximately 10.845 miles) Chapin Road	\$630,913	\$526,784	\$124,129	\$0	NH		NA	
NDDOT	27.6.02	Urban Regional - Bismarck 7th St 8th St 7th St from Broadway Ave to Front Ave, 8th St from Main Ave to Front Ave)	\$1,674,852	\$1,358,530	\$151,918	\$167,460	NHJ	23743	NA	
NDDOT	27.6.03	Urban Regional - Bismarck 5th St (East to 27th St) 5th St from Front Ave to 27th St (CPH, Concrete, Curb Ramps)	\$1,480,702	\$1,302,370	\$114,720	\$168,598	NHJ/SU	23742	NA	
NDDOT	27.6.04	Urban Regional - Bismarck 5th St (East to 27th St) 5th St from Front Ave to 27th St (CPH, Concrete, Curb Ramps)	\$325,852	\$266,940	\$0	\$60,900	SU	23747	NA	
NDDOT	27.6.05	Urban Regional - Mandan 1st St 1st St from 1st St to 1st St (AS & Overlay)	\$2,187,848	\$1,770,822	\$106,470	\$310,556	NHJ	24230	NA	
NDDOT	27.6.06	From 1st north approximately 10.845 miles) Chapin Road	\$37,040	\$37,040	\$0	\$0	NH		NA	
NDDOT	27.6.07	Urban Regional - Bismarck 5th St (Bismarck Expressway & East Main Ave Intersection) Construction of north & southbound left turn lanes, traffic signal & lighting improvements	\$504,000	\$541,000	\$0	\$53,000	HEU		NA	
NDDOT	27.6.08	Urban Regional - Bismarck 7th St and 8th St 7th St from Broadway Ave to Front Ave, 8th St from Main Ave to Front Ave) (MicroPaving, pavement markings)	\$514,000	\$656,770	\$73,830	\$61,450	NHJ	24606	NA	
NDDOT	27.6.09	Urban Regional - Bismarck 5th St (Bismarck Expressway to Front Ave) (MicroPaving, pavement markings)	\$163,210	\$132,080	\$14,804	\$16,321	NHJ	24402	NA	
NDDOT	27.6.10	Bridge - 104 2 miles east of Mandan, ramp next to Memorial Highway Interchange)	\$175,470	\$157,921	\$17,549	\$0	NH	23608	NA	
NDDOT	27.6.11	Bridge - 104 1 mile southeast of Junction 104, Memorial Highway Interchange, East Bound) (Structure Repair, Structure Repair)	\$467,190	\$447,471	\$46,719	\$0	NH	23608	NA	
NDDOT	27.6.12	Bridge - 104 1 mile southeast of Junction 104, Memorial Highway Interchange, West Bound) (Structure Repair, Structure Repair)	\$467,190	\$447,471	\$46,719	\$0	NH	23608	NA	
NDDOT	27.6.13	Bridge - 104 Chapin Road/ Southern RR Overhead Separation) (Structure Repair, Structure Repair)	\$262,468	\$263,218	\$29,247	\$0	NH	23608	NA	
NDDOT	27.6.14	Bridge - 104 1 mile east of US 83 N, East Bound) (Structure Repair)	\$312,000	\$280,800	\$27,200	\$0	NH		NA	
NDDOT	27.6.15	Bridge - 104 1 mile east of US 83 N, West Bound) (Structure Repair)	\$312,000	\$280,800	\$27,200	\$0	NH		NA	
NDDOT	27.6.16	Bridge - 104 1 mile east of US 83 N) (Structure Repair)	\$312,000	\$280,800	\$27,200	\$0	NH		NA	
NDDOT	27.6.17	Interchange - 1st Avenue (Bismarck and Mandan) Check Overlay, Structure Repair, Joint Repair (Structural Incidents, Relay Expansion, Surface Finish, etc)	\$6,000,000	\$5,260,400	\$580,000	\$600,000	NH	22992	NA	

Showing Availability of Federal Funds										
**Changes are subject to final design and the 2025 year. Costs have not been approved.										
In STIP Missing Here:										
FX	Program	PCN	Man Mile	FundSce	How Dis	Location	Length	Types of Work	Total	Other
2027	Urban	24440	1115	SU	088	8TH AVE NW, 27TH ST NW	0.568	Reconstruction	\$3,000,000	\$1,000,000
2027	Bridge		1115	RM	94	4 WEST OF US 83 NORTH	0.0001	Spall Repair, Struct/Incld	\$27,040	\$2,704
2027	Rural		1134	NH	1806	1.94 NORTH APPROX 10.845 MILES	10.791	Chap Road Cost	\$600,913	\$124,129

BISMARCK-MANDAN MPD - TRANSPORTATION IMPROVEMENT PROGRAM 2026-2036 Page 1 of 4													
PROJECT FUNDING YEAR 2026													
ESTIMATED COST IN DOLLARS													
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (SNA)			
BISMARCK	26.1.01	Safety - Bismarck 1985 St and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$1,453,250	\$1,360,000	\$0	\$93,250	HSU	23645	NA				
BISMARCK	26.1.02	Safety - Bismarck Westinghouse Roadway (WB) to Bismarck (Continental Rd and Jettie Rd)	\$24,742	\$24,742	\$0	\$0	HSU	23644	NA				
BISMARCK	26.1.03	Traffic - Bismarck - Bismarck S Westinghouse St (Burleigh Ave to Burleigh Blvd, and Burleigh Ave from S Westinghouse St to Boston Dr)	\$14,010,000	\$4,000,000	\$0	\$10,010,000	NHJ	23659	2024				
BISMARCK	26.1.04	Traffic - Bismarck - Bismarck S Westinghouse St (Burleigh Ave to Ash Colinas Dr)	\$10,000,000	\$0	\$0	\$10,000,000	Bismarck	NA	2028				
MANDAN	26.4.01	Transportation Alternatives - Mandan High School Road (Mandan Ave from 1st St to 2nd St NW)	\$484,213	\$381,874	\$0	\$102,339	TAU	24407	2026				
MANDAN	26.4.02	Transportation Alternatives - Mandan Downtown (Phase 1) (1st St NW from 1st Ave NW to 2nd St NW, 1st St NW from 1st St NW to 2nd St NW, & 4th Ave NW from 1st St NW to 2nd St NW)	\$4,401,410	\$2,398,000	\$0	\$2,003,410	UGP-CPU	24126	NA				
NDDOT	26.6.02	2nd Bridge - I-94 (1st St Overpass Interchange to Mandan Interchange) (Overpass Approach, Right-of-Way, Roadway, Structure, and Drainage)	\$2,398,423	\$4,760,481	\$102,842	\$0	NA	23709	NA				
NDDOT	26.6.03	Urban Regulator - Bismarck Expressway (Mandan Ave to end of roadway)	\$125,812	\$104,880	\$11,758	\$0	Bismarck	24403	NA				
NDDOT	26.6.04	Urban Regulator - Bismarck Expressway (1st St to Mandan Ave)	\$1,402,838	\$1,208,230	\$195,450	\$0	Bismarck	24404	NA				
NDDOT	26.6.05	Urban Regulator - Bismarck Expressway (Mandan Ave to end of roadway)	\$2,175,010	\$1,750,000	\$197,137	\$227,873	NA	24405	NA				
NDDOT	26.6.07	Bridge - I-94 (2 miles west of US 83 N)	\$500,000	\$488,000	\$12,000	\$0	Bismarck	23709	NA				
NDDOT	26.6.08	Bridge - I-94 (2 miles west of ND 25, westbound)	\$500,000	\$488,000	\$12,000	\$0	Bismarck	23709	NA				
NDDOT	26.6.09	Bridge - I-94 (2 miles west of ND 25, westbound)	\$500,000	\$488,000	\$12,000	\$0	Bismarck	23709	NA				
NDDOT	26.6.10	Road - ND 1804 (1/2 mile from 1st St NW to 2nd St NW)	\$775,000	\$627,201	\$147,793	\$0	NA	24406	NA				
NDDOT	26.6.11	Road - Bismarck ITS equipment (Bismarck ITS project including 3 locations along I-94 within the MPD area)	\$1,000,000	\$0	\$0	\$1,000,000	NA	24585	NA				
LINCOLN PARK DISTRICT	26.7.01	Transportation Alternatives - Mandan High School Road (Mandan Ave from 1st St to 2nd St NW)	\$1,453,250	\$1,360,000	\$0	\$93,250	HSU	23645	NA				
***** BISMARCK-MANDAN MPD - TRANSPORTATION IMPROVEMENT PROGRAM 2026-2036 *****													
UPDATE Cost and Description to include the Road Weather (SMS & ESS) references. -													
2026	Rural	9000	MISC	0	0	0	0	0	0	0	0	0	0
ROAD WEATHER (SMS & ESS)													
2026	ITS	2026	0	0	0	0	0	0	0	0	0	0	0
ROAD WEATHER (SMS & ESS)													
***** BISMARCK-MANDAN MPD - TRANSPORTATION IMPROVEMENT PROGRAM 2026-2036 *****													
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Author: Will Hutchings (hutchingswill@end.gov) Subject: Sticky Note Date: 9/19/2025 3:32:45 PM
STIP lists from: N WOODLAND DR-19TH ST SE

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

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

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

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

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

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

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

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

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

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

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

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

BISMARCK MP10 TRANSPORTATION IMPROVEMENT PROGRAM 2026-2030 Page 2 of 4										
PROJECT FUNDING YEAR 2027										
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	ESTIMATED COST IN DOLLARS	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION COST
BISMARCK	27.1.01	Intersect - Bismarck St and W Brown Ave Intersection	\$1,100,000	\$1,100,000	\$0	\$0	\$1,100,000	HEU	24620	NA
BISMARCK	27.1.02	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$1,096,000	\$1,096,000	\$0	\$0	\$1,096,000	HEU	24620	NA
BISMARCK	27.1.03	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$501,800	\$478,544	\$0	\$0	\$478,544	HEU	24620	NA
MANDAN	27.4.01	Intersect - Bismarck St and W Brown Ave Intersection	\$254,880	\$254,880	\$0	\$0	\$254,880	HEU	24620	NA
NDDOT	27.6.01	From 1st north approximately 10.845 miles	\$500,913	\$500,913	\$0	\$0	\$500,913	HEU	24620	NA
NDDOT	27.6.02	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$1,074,852	\$1,074,852	\$0	\$0	\$1,074,852	HEU	24620	NA
NDDOT	27.6.03	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$1,480,792	\$1,480,792	\$0	\$0	\$1,480,792	HEU	24620	NA
NDDOT	27.6.04	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$328,340	\$328,340	\$0	\$0	\$328,340	HEU	24620	NA
NDDOT	27.6.05	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$1,770,820	\$1,770,820	\$0	\$0	\$1,770,820	HEU	24620	NA
NDDOT	27.6.06	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$27,940	\$27,940	\$0	\$0	\$27,940	HEU	24620	NA
NDDOT	27.6.07	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$504,000	\$504,000	\$0	\$0	\$504,000	HEU	24620	NA
NDDOT	27.6.08	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$514,000	\$514,000	\$0	\$0	\$514,000	HEU	24620	NA
NDDOT	27.6.09	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$160,213	\$160,213	\$0	\$0	\$160,213	HEU	24620	NA
NDDOT	27.6.10	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$175,479	\$175,479	\$0	\$0	\$175,479	HEU	24620	NA
NDDOT	27.6.11	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$487,190	\$487,190	\$0	\$0	\$487,190	HEU	24620	NA
NDDOT	27.6.12	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$487,190	\$487,190	\$0	\$0	\$487,190	HEU	24620	NA
NDDOT	27.6.13	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$292,468	\$292,468	\$0	\$0	\$292,468	HEU	24620	NA
NDDOT	27.6.14	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$312,000	\$312,000	\$0	\$0	\$312,000	HEU	24620	NA
NDDOT	27.6.15	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$312,000	\$312,000	\$0	\$0	\$312,000	HEU	24620	NA
NDDOT	27.6.16	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$312,000	\$312,000	\$0	\$0	\$312,000	HEU	24620	NA
NDDOT	27.6.17	Urban Intersect - Bismarck St and W Brown Ave Intersection	\$5,000,000	\$5,000,000	\$0	\$0	\$5,000,000	HEU	24620	NA

In STIP Missing here:										
FY	Program	PCN	Map Key	FundSce	Hwy Dir	Location	Length	Types of Work	Total	Other
2027	Urban	24440	1138	SU	988	E	8TH AVE NW, 27TH ST NW	0.568	Reconstruction	\$1,000,000
2027	Bridge		1115	IM	94	E	4 WEST OF US 83 NORTH	0.0001	Spall Repair, Struct/Incid	\$27,040
2027	Rural		1134	NH	1806	N	I-94 NORTH APPROX 10.845 MILES	10.791	Chip Seal Coat	\$124,129

BISMARCK-MANDAN MPD - TRANSPORTATION IMPROVEMENT PROGRAM 2026-2036 Page 1 of 4																
PROJECT FUNDING YEAR 2026 ESTIMATED COST IN DOLLARS																
LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	LOCAL	FEDERAL PROGRAM SOURCE	PCN	ESTIMATED CONSTRUCTION YEAR	AMENDMENT/ MODIFICATION (SNA)						
BISMARCK	26.1.01	Safety - Bismarck 16th St and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$1,450,000	\$1,360,000	\$0	\$90,000	HSU	23645	NA							
BISMARCK	26.1.02	Safety - Bismarck 16th St and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$1,450,000	\$1,360,000	\$0	\$90,000	HSU	23646	NA							
BISMARCK	26.1.03	Transportation Alternatives - Bismarck 16th St and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$1,450,000	\$1,360,000	\$0	\$90,000	NHJ	23659	2024							
BISMARCK	26.1.04	Transportation Alternatives - Bismarck 16th St and Century Ave (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$1,450,000	\$1,360,000	\$0	\$90,000	NHJ	23660	2025							
MANDAN	26.4.01	Transportation Alternatives - Mandan High School Road (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$484,213	\$381,874	\$0	\$102,339	TAU	24407	2026							
MANDAN	26.4.02	Transportation Alternatives - Mandan High School Road (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$4,401,410	\$3,386,000	\$0	\$1,015,410	UGP-CPU	24126	NA							
NDDOT	26.6.02	Bridge - I-94 (Overpass Replacement - Mandan Interchange)	\$2,389,423	\$4,760,481	\$102,842	\$0	BM	23769	NA							
NDDOT	26.6.03	Bridge - I-94 (Overpass Replacement - Mandan Interchange)	\$125,812	\$104,880	\$11,756	\$0	NHJ	24403	NA							
NDDOT	26.6.04	Bridge - I-94 (Overpass Replacement - Mandan Interchange)	\$1,402,838	\$1,288,230	\$135,450	\$0	NHJ	24404	NA							
NDDOT	26.6.05	Bridge - I-94 (Overpass Replacement - Mandan Interchange)	\$2,173,510	\$1,759,022	\$197,137	\$217,351	NHJ	24405	NA							
NDDOT	26.6.07	Bridge - I-94 (Overpass Replacement - Mandan Interchange)	\$520,000	\$488,000	\$32,000	\$0	BM	23769	NA							
NDDOT	26.6.08	Bridge - I-94 (Overpass Replacement - Mandan Interchange)	\$500,000	\$460,000	\$40,000	\$0	BM	NA	NA							
NDDOT	26.6.09	Bridge - I-94 (Overpass Replacement - Mandan Interchange)	\$500,000	\$460,000	\$40,000	\$0	BM	NA	NA							
NDDOT	26.6.10	Bridge - I-94 (Overpass Replacement - Mandan Interchange)	\$775,000	\$627,201	\$147,793	\$0	SS	NA	NA							
NDDOT	26.6.11	Bridge - I-94 (Overpass Replacement - Mandan Interchange)	\$1,000,000	\$900,000	\$100,000	\$0	BM	24000	NA							
LINCOLN PARK DISTRICT	26.7.01	Transportation Alternatives - Mandan High School Road (Reconstruct the approach and northbound turn lanes to remove the existing negative offset, signal work)	\$125,807	\$104,880	\$11,756	\$0	TAU	24403	NA							
*Responses to Extension request for extension of funding for the project to include the Road Weather (SMS & ESS) references. -																
**FUNDING AGENCY NAME AND FUNDING YEAR AND FUNDING TYPE																
UPDATE Cost and Description to include the Road Weather (SMS & ESS) references. -																
2026	Road	0008	BESS	0	0	0	0	ROAD WEATHER (SMS & ESS)	0	ITS	2026	\$1,235,635	\$1,000,000	\$235,635	\$0	\$0
In STIP Missing here:																
EX	Program	PCN	Year	Fund	Proj	Loc	Location	Length	Types of Work	Total	Federal	State	Local	Other		
2026	Transportation Alternatives	1052	1052	TAU	8TH AVE NW	MANDAN HIGH SCHOOL PRIDE	0	0	Blowup/Walkway	\$484,213	\$391,874	\$0	\$92,339	\$0		
2026	Road	23658	1009	BM	14 W E OF BUS INTR TO E OF MENCKEN INTR		0	0	Fencing, PCC Pave	\$1,071,081	\$28,773,873	\$3,197,108	\$0	\$0		
2026	Safety	23697	1054	HN	1-94B & 23RD AVE W/CO 10		0	0	Grade, Aggr Base, Hot Bit Pave, Lighting	\$3,700,000	\$3,330,000	\$370,000	\$0	\$0		

APPENDIX

Glossary of Pavement Treatment Types

Glossary of Common Flexible and Rigid Pavement Treatments

The following definitions were obtained from an excerpt of the "Pavement Preservation: Applied Asset Management" training manual offered by the National Center for Pavement Preservation (NCP) Department of Civil and Environmental Engineering Michigan State University April 2012

FLEXIBLE PAVEMENTS

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

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

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

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

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

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

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

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

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

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

RIGID PAVEMENTS

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

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

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

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

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

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

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

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

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

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

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

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

FUNDING SOURCES

PROJECT PREFIX		
IM	=	Interstate Maintenance - State Project
NH	=	National Highway System - State Project
NHU	=	National Highway System - State Urban Project
AC	=	Advance Construction
SS	=	Non-National Highway System - State Rural Project
SU	=	Non-National Highway System - State or City Urban Project
CPU	=	Non-National Highway System - City Urban Project
STP	=	Transportation Improvement - Non-National Highway System - State Rural Project
STU	=	Transportation Improvement - Non-National Highway System State or City Urban Project
SC	=	Non-National Highway System - County Rural Project
BRI	=	Bridge Replacement - State Project - Interstate System
BRN	=	Bridge Replacement - State Project - National Highway System
U-BRN	=	Urban Bridge Replacement - State Project - National Highway System
BRS	=	Bridge Replacement - State Project - Non-National Highway System
BRU	=	Bridge Replacement - State or City Urban Project - Non-National Highway System
BRC	=	Bridge Replacement - County Project - Non-National Highway System
BRO	=	Bridge Replacement - County Off-System Project
HRR	=	High Risk Rural Roads - State Safety Project – Non-National Highway System
HEN	=	High Hazard Elimination - State Safety Project - National Highway System
SHE	=	High Hazard Elimination - "Small" State Safety Project - National Highway System
HES	=	High Hazard Elimination - State Safety Project - Non-National Highway System
HEU	=	High Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
HEC	=	High Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
HEO	=	High Hazard Elimination - County Off-System Safety Project
HLS	=	High Hazard Elimination - State Safety Project
HLU	=	High Hazard Elimination - Urban Safety Project
HLC	=	High Hazard Elimination - County Safety Project
RSN	=	Railroad Crossing Hazard Elimination - State Safety Project - National Highway System
RSS	=	Railroad Crossing Hazard Elimination - State Safety Project - Non-National Highway System
RSU	=	Railroad Crossing Hazard Elimination - State or City Urban Safety Project - Non-National Highway System
RSC	=	Railroad Crossing Hazard Elimination - County Safety Project - Non-National Highway System - (County major collector)
RSO	=	Railroad Crossing Hazard Elimination - County Off-System Safety Project
RPN	=	Railroad Crossing Protection Device - State Safety Project - National Highway System
RPS	=	Railroad Crossing Protection Device - State Safety Project - Non-National Highway System
RPU	=	Railroad Crossing Protection Device - State or City Urban Safety Project - Non-National Highway System
RPC	=	Railroad Crossing Protection Device - County Safety Project - Non-National Highway System - (County major collector)
RPO	=	Railroad Crossing Protection Device - County Off-System Safety Project
TAU	=	Transportation Alternatives - State or City Urban Project – National or Non-National Highway System
TAC	=	Transportation Alternatives - County Project - Non-National Highway System
TCAP	=	Transit - Section 5339 Bus & Bus Facilities
TE/D	=	Transit - Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
TPL	=	Transit - Section 5303/4 Metropolitan and Statewide Planning
TRUR	=	Transit - Section 5311 Formula Grants for other than Urbanized Areas
TURB	=	Transit - Section 5307 Urbanized Area Formula Program
FHS	=	Forest Highway - State Project
FHC	=	Forest Highway - County Project
FHO	=	Forest Highway - County Off-System Project
BGR	=	BUILD Grant Program - Projects funded using the BUILD Transportation Grant Program
INF	=	INFRA Grant Program - Projects funded using the INFRA Grant Program
RCE	=	RCE Grant Program - Projects funded using the Railroad Crossing Elimination Grant Program
RAI	=	RAISE Grant Program – Projects funded using the RAISE Grant Program
FTF	=	Flexible Transportation Fund
TBD	=	Project Funding will be determined at a future date
ROM	=	Regraveling Project - U.S. Air Force Transporter-Erector System - (FHWA project designation = OM-AD)
SER	=	State Emergency Relief - State projects on any federal aid highway that uses funds from the Emergency Relief Program
UGP	=	Urban Grant Program - Projects funded using the Urban Grant Program
CVD	=	COVID Relief Program - Projects funded using the COVID Relief Program
TRP	=	Transportation Research Innovation Projects – State projects using innovation
CRP	=	Carbon Reduction Program – Projects funded using the Carbon Reduction Program
NEVI	=	National Electric Vehicle Infrastructure

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

The Bismarck-Mandan Metropolitan Planning Organization (BMMPO) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process in accordance with the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Bismarck-Mandan Metropolitan Planning
Organization**


Signature

Policy Board Chair

Title

5/20/25

Date

North Dakota Department of Transportation


Signature

Local Government Engineer

Title

8/12/2025

Date

2026-2029 Transportation Improvement Program (Year 2026)

Legend

- YEAR
 - - 2026
 YEAR
 + 2026
 □ City Limits
 ▭ MPO Planning Boundary
 ■ Missouri River

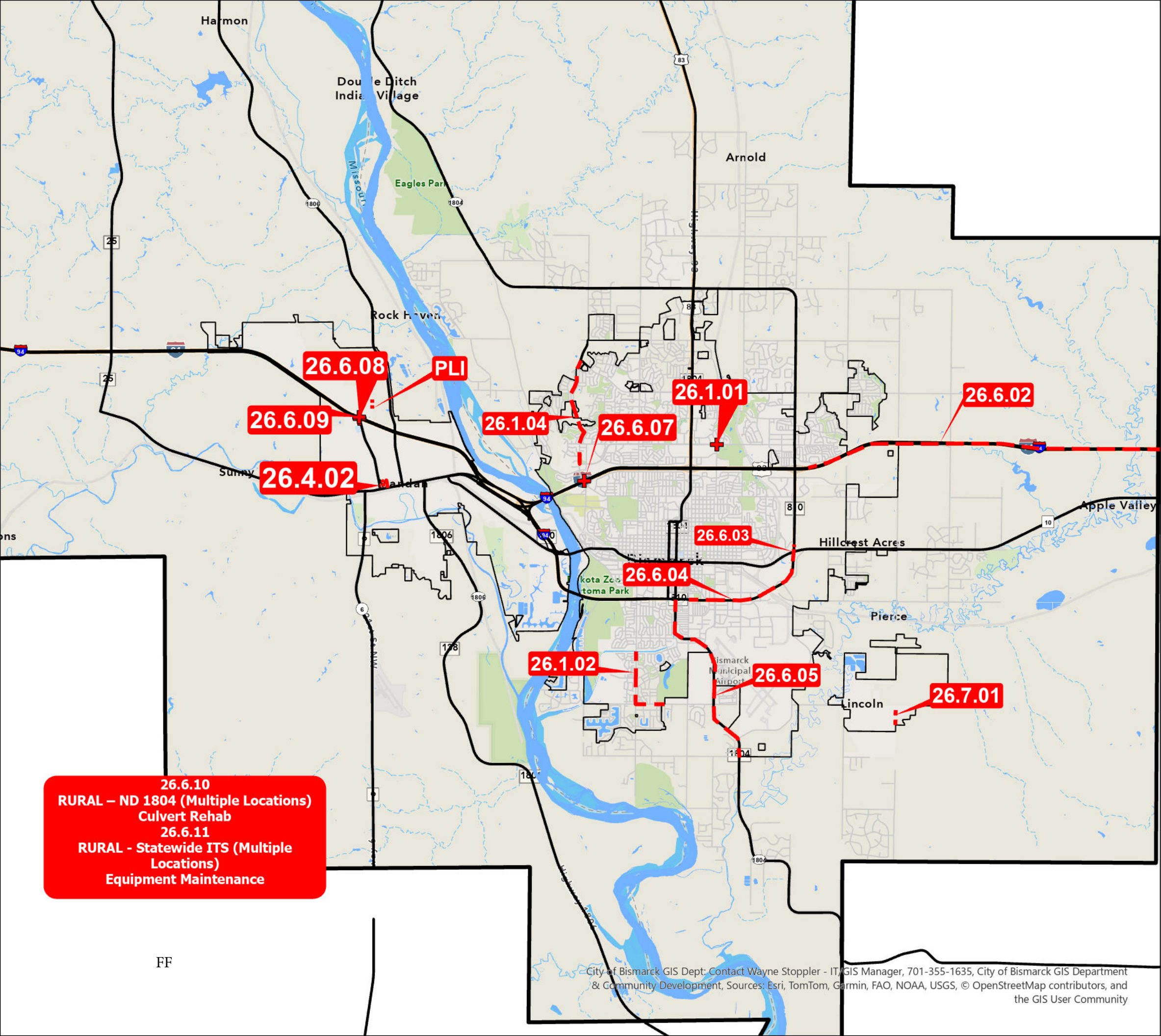


3.5 Miles

This data is for representation only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated herein.

Map created September 2025 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO.
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26.6.10
 RURAL – ND 1804 (Multiple Locations)
 Culvert Rehab
26.6.11
 RURAL - Statewide ITS (Multiple Locations)
 Equipment Maintenance



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

Legend

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



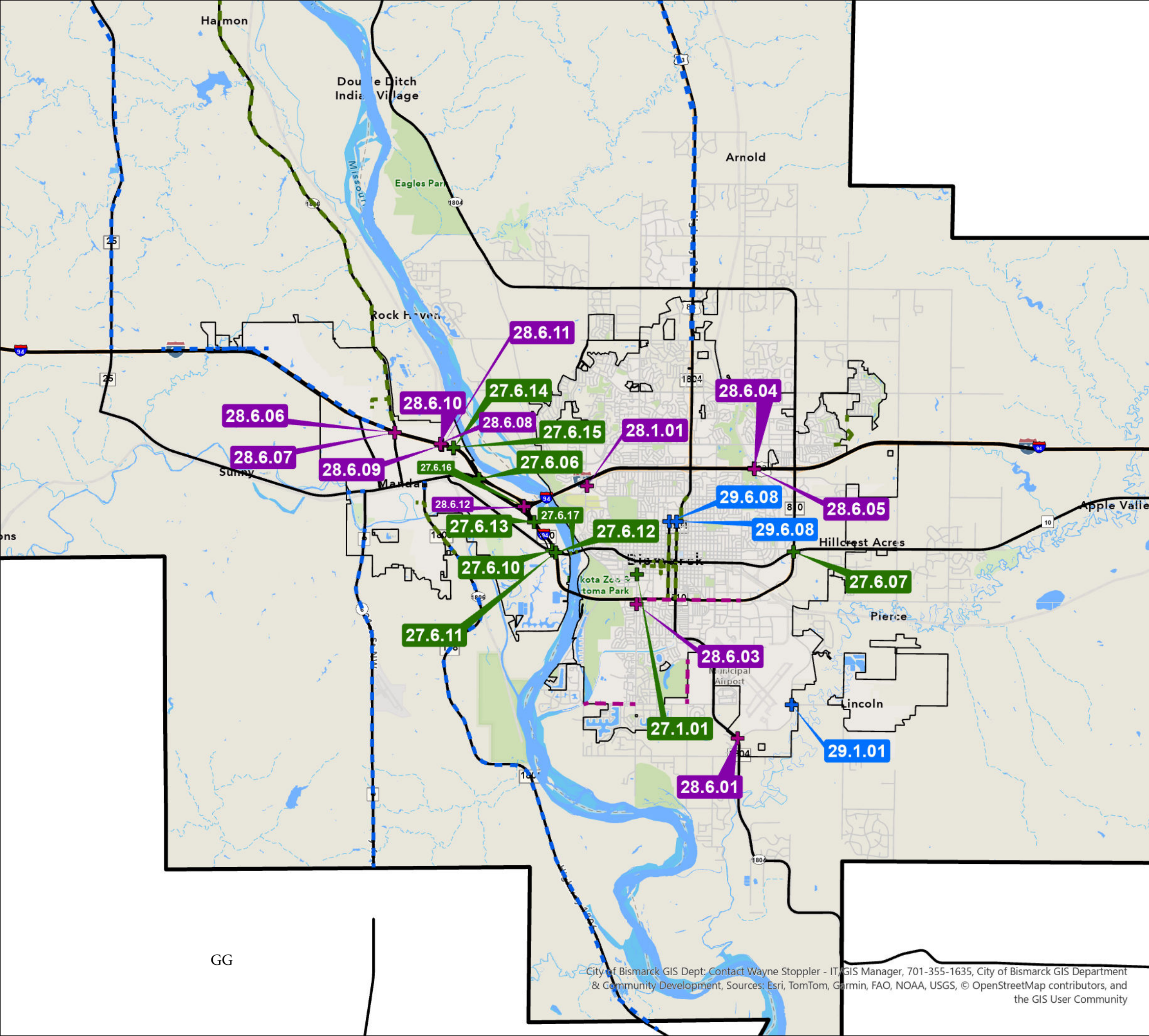
3.5

Miles

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

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GG

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

Legend

YEAR

- + 2026
- + 2027
- + 2028
- + 2029
- - - 2026
- - - 2027
- - - 2028
- - - 2029

- City Limits
- MPO Planning Boundary
- Missouri River

Population in Poverty (Census Block)

- 0% - 5%
- 5% - 10%
- 10% - 15%
- 15%+



2.5

Miles

This data is for representation only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated herein.

Map created September 2025 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO, and US Census Data
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City of Bismarck GIS Dept: Contact Wayne Stoppler - IT/GIS Manager, 701-355-1635, City of Bismarck GIS Department & Community Development, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

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

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

Legend

YEAR

- + 2026
- + 2027
- + 2028
- + 2029
- 2026
- 2027
- 2028
- 2029

- City Limits
- MPO Planning Boundary
- Missouri River

Minority Population

Custom

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



2.5

Miles

This data is for representation only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated herein.

Map created September 2025 based on data maintained by the City of Bismarck and Bismarck-Mandan MPO, and US Census Data
X:\ArcProProjects\MPO\TIP\Master TIP\MasterTIP.aprx

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