

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
JANUARY 21, 2025**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met January 21, 2025, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Building, 221 N 5th St, Bismarck, ND. Kim Riepl presided.

Members present or participating via Zoom were Ben Ehreth, Dan Schriock, Gabe Schell, John Saiki, Andrew Stromme, Jarek Wigness, Greg Feser, Mitch Flanagan, Dean Schloss, Will Hutchings, and Kim Riepl. Members absent were Deidre Hughes and Natalie Pierce. The Freight Industry Representative membership is vacant.

Others present or participating via Zoom were Stephen Larson and Paulette Jacobsen, Bismarck-Mandan MPO; Kristen Sperry, FHWA; Chris Holzer, City of Bismarck Engineering; Susan Dingle, Citizen; Kurt Keifer, QES; and Luke Champa, SRF.

MINUTES

Chair Riepl called for consideration of the minutes from December 16, 2024.

MOTION: Mr. Schell made a motion to approve the minutes as presented. Mr. Feser seconded the motion and with Ben Ehreth, Dan Schriock, Gabe Schell, John Saiki, Andrew Stromme, Greg Feser, Mitch Flanagan, Dean Schloss, Will Hutchings, and Chair Riepl voting in favor, the minutes were approved.

2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Mr. Larson presented. This month, the MPO processed three amendments to the 2025-2028 TIP. The amendments were advertised for the required 15-day public comment period, and no comments were received. The amendments add three projects to the TIP for chip seal coats on MPO area highways. The first project is for a chip seal on I-94 from the ND 25 junction to 3 miles east of the US 83 (State Street) junction, the second project is for a chip seal on I-194 from the I-94 junction to Bismarck Expressway, and the third is a chip seal on the Expressway Bridge.

Mr. Schell noted the Expressway Bridge does not have an asphalt deck that could accommodate a chip seal, he wonders if the project location is incorrect and asked about the local match. Mr. Hutchings ultimately indicated the location is ND 810 from I-194/Memorial Highway to the Expressway Bridge, not the bridge itself, and the local match partner for the project is Mandan. Mr. Larson indicated Policy Board will be presented with these corrections.

Public Hearing: Chair Riepl opened the hearing for comments on the proposed amendment. Hearing and seeing no comments, Chair Riepl closed the hearing.

MOTION: Mr. Schell made a motion to recommend approval of the 2025-2028 TIP Amendment, with TAC's corrections incorporated. Mr. Stromme seconded the motion and with Ben Ehreth, Dan Schriock, Gabe Schell, John Saiki, Andrew Stromme, Greg Feser, Mitch Flanagan, Dean Schloss, Will Hutchings, and Chair Riepl voting in favor, the motion was approved.

Note: Jarek Wigness joined the meeting after approval of the Amendments.

2024 PAVEMENT CONDITIONS COLLECTION & ANALYSIS

Mr. Keifer presented the final report for QES and shared a presentation about the report. The project surveyed the pavement conditions on approximately 225 centerline miles of collectors and arterials in the MPO area, collecting both Pavement Condition Index (PCI) values and International Roughness Index (IRI) values. They are performing a parallel project for the City of Bismarck to collect data on local roads. As part of the MPO project QES updated the pavement management system (PAVER) for the MPO and linked the data in this system to GIS.

QES updated the inventory of the MPO area's functionally classified roadways, showing which roadways are asphalt and which are concrete. They performed the collection with a roadway data collection system (through Roadway Asset Services), and coordinated a media event with the MPO in October so local media could film the collection vehicle. The vehicle can collect 3-D pavement imagery to help evaluate roadway conditions. This is a significant advance in technology. QES looked at PCI scores for each of the MPO's jurisdictions. 0-55 indicates unsatisfactory pavement, 56-70 indicates degraded pavement, and above 70 indicates adequate pavement. He noted that all the MPO's jurisdictions have an overall PCI score of 80 or above, which is good. It is cheaper over the long-term to maintain a roadway in good condition. QES generated a PCI map based on their data collection. There are some roadways in unsatisfactory condition, and these are noted in the report and the map included in the report.

As part of the analysis for this project, they evaluated maintenance activities for the region and projected potential conditions and costs for maintaining the various roadways over the next seven years. Overall, the MPO area received an average PCI score of 84, indicating that the MPO functionally classified pavements are in an overall adequate condition. QES recommends continuing to implement pavement preservation treatments, using Structural Testing to determine the root causes of pavement deterioration (when looking at major rehabilitation or design projects), and continuing to pursue routine pavement condition monitoring and updates to the PAVER database.

Mr. Schell thanked Mr. Keifer for his work on this project. The City of Bismarck utilizes this information to help inform their roadway projects. He noted a lot of work has been done in Bismarck on functionally classified roads in the last couple years, which improved the pavement conditions shown in this report and accounted for the difference between this year's report and the last report done four years ago. He also indicated many of the roads the report shows with needs have upcoming projects planned for them.

Mr. Schell asked Mr. Keifer if the Appendix to the report has been updated, and Mr. Keifer said he believes it has but he will make sure Bismarck gets the correct version. Ms. Riepl thanked Mr. Keifer and QES for their diligence on the project. All comments from last month's TAC meeting on the report have been addressed.

MOTION: Mr. Schell made a motion to recommend approval of the Pavement Conditions Collection & Analysis project. Mr. Feser seconded the motion and with Ben Ehreth, Dan Schriock, Gabe Schell, John Saiki, Andrew Stromme, Jarek Wigness, Greg Feser, Mitch Flanagan, Dean Schloss, Will Hutchings, and Chair Riepl voting in favor, the motion was approved.

2025 ITS RA UPDATE, ATAC MASTER AGREEMENT ADDENDUM

Ms. Riepl presented. The MPO's Master Agreement with NDSU's Advanced Traffic Analysis Center (ATAC) was signed last fall. There is an annual fee for this 3-year agreement

which covers the maintenance of the MPO's Travel Demand Model (TDM). Additional work required of ATAC by the MPO is provided through addendums to the Master Agreement. The Intelligent Transportation Systems (ITS) Regional Architecture (RA) Update would fall under such an addendum. The Scope of Work for the ITS RA Update is included in the addendum. ITS deals with technology that creates safer and more efficient transportation systems. Two-way radios, central dispatches, and interstate cameras for weather and incident monitoring are all examples of ITS. The ITS RA needs to be updated every 3-5 years, so it is in alignment with the Federal Architecture. The MPO last performed this update in 2021. An updated RA allows the MPO's jurisdictions to be eligible for federal funding for ITS projects. The total cost for this ATAC addendum is \$34,998. The MPO would pay 80% (\$27,998), and the MPO's five jurisdictions would pay the remaining 20% local share using the standard population-based breakout (Bismarck would pay roughly \$4,200, Mandan \$1,400, Burleigh County \$1,050, Morton County \$175 and Lincoln \$175).

Mr. Schell said there may need to be additional technical stakeholders brought in for this project. The North Dakota Department of Transportation (NDDOT) Bismarck Central Office, as well as the NDDOT Bismarck District, should be brought in to make sure there is smooth communication between the City of Bismarck and the NDDOT districts about various ITS devices. Information Technology (IT) stakeholders for the state should also be consulted, since sharing IT related data across the various jurisdictions can be a challenge. Ms. Riepl agreed the stakeholders are something that should be discussed at the beginning of this update.

MOTION: Mr. Ehreth made a motion to recommend approval of the ITS RA Update, as presented. Mr. Stromme seconded the motion and with Ben Ehreth, Dan Schriock, Gabe Schell, John Saiki, Andrew Stromme, Jarek Wigness, Greg Feser, Mitch Flanagan, Dean Schloss, Will Hutchings, and Chair Riepl voting in favor, the motion was approved.

2025 SAFETY POLICY STUDY

Ms. Riepl said SRF was approved as the consultant for this study in October. The objective of the study is to examine safety countermeasures being used by the MPO's jurisdictions on functionally classified roadways and intersections and determine best practices for employing countermeasures based on roadway type and adjacent land use.

Project Manager Luke Champa spoke about the study on behalf of SRF. They have partnered with Emergent Strategies in Bismarck to lead public engagement. They are hoping to hold their first Steering Committee Meeting next week, where they will go over the scope of the study, which is on track to complete by the end of the year. The study will identify and categorize the safety countermeasures used on the roadways. It will look at best practices, will help local jurisdictions achieve consistency in their deployment of countermeasures, and will also help position the jurisdictions to pursue Safe Streets For All (SS4A) Federal Grant funding. SRF will build upon the MPO's past and current projects and conduct a safety and crash analysis. Their public engagement will include focus groups, and pop-up events for the public. They will create a list of safety strategies and a process for future project selection. The study will provide a compliant SS4A action plan to allow the MPO area to be eligible for SS4A funding. There will be a policy focus to the study, to allow it to be useful for projects, countermeasures, and safety improvements in the MPO area.

GOVERNMENT PARTNERS PROGRAM

Ms. Riepl said the Memorandum of Agreement (MOA) between the MPO and its jurisdictions to become members in Big Sky Passenger Rail Authority's (BSPRA) Government Partners Program was executed in early January. BSPRA has invoiced the MPO for the annual membership fee, and this payment is being processed. The MPO will provide each jurisdiction with the invoice for their portion of the payment. Ms. Riepl will also be reaching out to each jurisdiction to solicit their questions and concerns about the return of passenger rail service to the region. The Government Partners Program will be providing a webinar opportunity in February, and the content will be developed based on the feedback and questions the MPO provides.

BICYCLE FRIENDLY COMMUNITY

Ms. Riepl said in 2024 the MPO applied for a renewal of the region's Bronze Bicycle Friendly Community designation through the League of American Bicyclists. This renewal must be done every four years. There has been a delay in the processing of this renewal application, but information should be coming soon. In the meantime, the League has been offered grant funding to provide three cities in the United States with the opportunity to host a one and one-half day workshop. The workshop is intended to facilitate bicycle friendly community efforts, and the League considers the Bismarck-Mandan area a good candidate for the workshop. It is free of charge, and the MPO will be hosting. Any help the jurisdictional partners can provide will be appreciated. The workshop will be held on May 21 and 22 at Bismarck Public Works, and one of the days will include a bike audit route. More information will be forthcoming.

Mr. Schell asked if the workshop is focused on the public, or if it is more for jurisdictional staff. Ms. Riepl said it is a little of both, any bicycle advocate in the community would be welcome to participate. There is room for approximately 40-50 participants.

OTHER BUSINESS

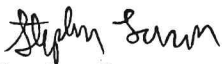
MPO Executive Director

Mr. Ehreth said interviews were held for the open MPO Executive Director position, and he is excited to announce Ms. Riepl will be the next Executive Director. He congratulated her and is excited to see her leadership in this position. Ms. Riepl extended her thanks to everyone who offered encouragement and support in this process.

ADJOURNMENT

There being no further business, the meeting was adjourned at 11:02 a.m., with the next scheduled meeting to take place on February 18, 2025, at 10:00 a.m. in the Tom Baker Meeting Room of the City/County Building, 221 N 5th St, Bismarck.

Respectfully Submitted,


Stephen Larson
Recording Secretary

APPROVED:



MPO TAC Chair