

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
JUNE 16, 2025**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met June 16, 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, Greg Feser, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan, and Kim Riepl. Members absent were Deidre Hughes, Natalie Pierce, Will Hutchings, and Mandan City Planner. The Freight Industry Representative membership is vacant.

Others present or participating via Zoom were Stephen Larson, Tracy Walters, and Paulette Jacobsen, Bismarck-Mandan MPO; Les Noehre, Bolton & Menk; John Forman, Ulteig; Kristen Sperry, FHWA; Chris Holzer, Bismarck Engineering; Jeremy Williams, HDR; Luke Champa, SRF; Susan Dingle, Citizen; and Tyler Rambeau, Buffalo's Fire.

MINUTES

Chair Riepl called for consideration of the minutes from May 19, 2025.

MOTION: Mr. Ehreth made a motion to approve the minutes as presented. Mr. Schell seconded the motion and with Ben Ehreth, Dan Schriock, Gabe Schell, Greg Feser, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan, and Chair Riepl voting in favor, the minutes were approved.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) & TARGETS

Ms. Jacobsen presented. Ms. Jacobsen stated in the Board's packet is a Resolution of Support for the Public Transportation Agency Safety Plan (PTASP) and its associated Safety Targets. The Federal Transit Administration (FTA) requires public transportation operators to develop the PTASP and accompanying Safety Targets to ensure the operators and public remain safe during Transit operations. The Transit Board adopts and updates these Targets and the PTASP on an annual basis. The Targets may be set by the State Department of Transportation and adopted by local Transit providers, or the provider may set their own Safety Targets separately. For the 2024-2025 period, Bis-Man Transit set its own Safety Targets and adopted them in December. FTA asks that the MPO support Bis-Man Transit's Targets and PTASP. MPO Staff recommends TAC adopt the Resolution of Support. Ms. Jacobsen also stated that the Targets for the 2025-2026 period be included in the July packet.

MOTION: Mr. Schell made a motion to approve Bis-Man Transit's PTASP and Targets as presented. Mr. Feser seconded the motion and with Ben Ehreth, Dan Schriock, Gabe Schell, Greg Feser, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan, and Chair Riepl voting in favor, the motion was approved.

2025 SAFETY POLICY STUDY

Mr. Champa presented an update for SRF. He stated that they have been working on the preliminary Safety Analysis and this morning an email was sent out to the Steering Committee with a couple critical items; the Crash Data Analysis & Trend Summary Memo, and draft High Injury Network Methodology and Results Memo. Both memos will be reviewed at the upcoming Steering Committee meeting on June 26, 2025.

Mr. Champa demonstrated how to use a comment map he provided to the Steering Committee. The map shows all documented crashes between 2020 and 2024, providing critical information that will inform the current Study. The map also shows the high injury network SRF has created and it can be adjusted for all modes of travel. The intent is to allow Steering Committee members to provide feedback on this information. He invited members to use the editor tool to drop a point, add a line or make a comment on the map. They will use these comments to update the Safety Analysis.

SRF will be putting together the final touches on a Key Themes Report and Public Engagement Summary. They attended the Earth Day Festival in Bismarck and participated in the Mandan Touch a Truck event. They received great feedback from the public, which will be used for quantitative analysis of the dangerous areas in the MPO region. The upcoming Steering Committee meeting will focus on member suggestions and comments after their own review of the data.

Mr. Ehreth asked if the web-based mapping tool that was presented today will also be available to the public.

Mr. Champa replied that he has not talked with Chair Riepl regarding whether it would be made available to the public as the map is very technical.

Ms. Riepl stated that she was not thinking of rolling this map out to the public as the map is very technical and its purpose is primarily for technical staff, however, making this map available to the public could be a discussion at the June 26, 2025, Steering Committee Meeting.

2025 MONITORING REPORT UPDATE

Mr. Williams presented an update for HDR. He stated they are currently working on producing a draft outline of the Monitoring Report. He also stated that the Performance Measures Workshop held at the end of May was a great opportunity to talk through the performance measures to integrate into the report and how to collect the data and present the information to the public.

2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ms. Riepl presented. Ms. Riepl stated she had provided the Board with a handout regarding the 2026-2027 UPWP. The MPO is currently functioning under an annual budget, but it has been decided to move that back to a biennial budget. Earlier in the year, NDDOT and the North Dakota MPO Executive Directors throughout the State met and formalized the UPWP development and adoption schedule to help the MPO and NDDOT stay on track with getting the UPWP adopted in a timely matter and also allow the NDDOT to get the annual contracts out in a

timely manner at the end of the year. By April 15 of each year, the NDDOT will provide the MPO an estimated Consolidated Planning Grant (CPG) amount for use in budgeting. The MPO met with jurisdictional representatives on April 14, 2025, to talk about study needs and other priorities within the MPO area for the 2026-2027 budget cycle. While the CPG estimate had not yet been provided by NDDOT, the MPO and its jurisdictions were able to identify project priorities for UPWP development.

Ms. Riepl referred to the projects listed in the UPWP handout. Some of the studies currently planned for the next two (2) years are recurring costs, with 2027 projects necessarily being more fluid at this time. She also said the \$10,000 ATAC annual fee is for a contract that runs through 2027. The costs for each study are broken down to show the MPO's 80% portion, and the 20% local share provided by participating jurisdictions. The jurisdictional cost share is usually based on population.

The ATAC annual modeling fee ranges from \$10,000 to \$40,000. The Fringe Area Road Master Plan Update (FARMP) is currently listed in the 2025 UPWP, however, it was originally envisioned as a light update. After discussions with jurisdictions in April, there is a need to look at the beltway concept that has been identified and reiterated through many previous MPO studies. Originally, the beltway concept involved a northern and southern bridge crossing, and an eastern leg from north to south on the Burleigh County side as well as a western leg from north to south on the Morton County side. This would function as a high-speed, low-access, arterial ring-road or beltway. Now, however, the development and anticipated roadway functionality in the area of the proposed beltway have changed, and the jurisdictions want to take a closer look at the beltway concept going forward. There has been some preliminary support for abandoning the beltway concept. Ms. Riepl noted, however, the concept must be examined further before a decision is made. The MPO is now looking to pursue a Beltway evaluation (which would include the proposed future Northern Bridge Corridor) as part of the FARMP Update, in addition to an update of the plan. The MPO has reached out to consultants about the increased scope of work for this project, and there is a need to increase the budget for the update. The MPO initially had \$88,500 budgeted for the project and is proposing to increase it to \$181,000. Ms. Riepl believes the new scope and budget will meet the jurisdiction's identified needs for the project. This increase will need to be approved as an amendment to the current UPWP in July.

Ms. Riepl explained the MPO is proposing a Signalized Intersection Analysis Pilot Project for Mandan in 2026, to be performed by ATAC. The year 2026 will also include an update to the Transit Development Plan and a Passenger Rail Station Study. The Passenger Rail Study would evaluate possible locations for stations with the Bismarck-Mandan region. Big Sky Passenger Rail Authority (BSPRA) is continuing their Corridor ID project and the MPO wants to be able to offer BSPRA recommendations for station locations when the time comes. Also, in 2026 the MPO is looking at a Parking Needs Study to evaluate areas of constrained parking in Bismarck and Mandan. Ms. Riepl also noted that BSPRA Government Partners Program Annual Membership is cited for 2026 and 2027. It does not come out of the studies budget in the UPWP, but she wanted to remind the board of this expense.

Mr. Schell asked about the FARMP, and stated he wanted to find a way to distribute information correctly to the public. When the public sees the proposed Fringe Area Road Map

network in the FARMP, he wants to make sure they understand these are conceptual, planning concepts, so they do not react negatively to the project.

Ms. Riepl agreed with Mr. Schell and reiterated that is part of why the cost of the study has increased. With the increased scope, there will be significant need for public engagement during this project.

Ms. Riepl proceeded to give the Board an overview of the 2027 UPWP. The ATAC annual fee and annual modeling budget are included as standard items. The MPO is looking to purchase socioeconomic data for the Travel Demand Model (TDM) in 2027. Work will also begin on our Metropolitan Transportation Plan Development (MTP) which will need to be adopted by December 2029. The Mandan Signalized Intersection project, the Transit Development Plan update, and the Passenger Rail Study will all conclude in 2027. She also noted that the ATAC model for the TDM will begin in 2027. Morton County has also identified a need for a Future Land Use Plan update, and the Big Sky Rail Government Partner Program membership is also included in 2027.

Mr. Schell wanted to confirm the MPO is proposing a two (2) year UPWP and it would be updated every year and Ms. Riepl confirmed that to be correct.

Ms. Riepl stated that pages two (2) and three (3) of the handout (*see attached*) presents what the proposed budget will look like in the UPWP. She also stated that having a little over \$100,000 in 2024 CPG carryover significantly helped the 2026 budgeting process, allowing the MPO to increase its 2026 study budget. The MPO will look to bring the draft 2026-2027 UPWP back to the boards in July.

MAY BICYCLE FRIENDLY COMMUNITY WORKSHOP UPDATE

Ms. Riepl stated the MPO was fortunate enough to be offered the chance to host a Bicycle Friendly Community Workshop. They League of American Bicyclists contacted the MPO in December 2024, indicating they were awarded grant funding to host workshops in three (3) communities in 2025. The MPO accepted the opportunity and held the workshop on May 21 and 22. The focus of the workshop was to identify and discuss the importance of having a bicycle friendly community. The first day was divided into two (2) parts, with the first four (4) hours being a classroom setting discussing the economic, health, and welfare related benefits of being a bicycle friendly community. There were approximately 30 attendees that attended classroom portion. The second part of day one included a seven-mile bike audit through Bismarck and Mandan, which included fourteen (14) participants. The results of the audit are still pending route observations from the bike riders to help determine where Bismarck-Mandan excels in its bicycle facilities and where those facilities need improvement. The second day and final four (4) hours of the workshop included a group discussion on ways to promote bicycling in the community and how to become a bike /walk advocate for our region. Ms. Riepl explained that Mr. Larson is the Bismarck-Mandan Bike-Ped Subcommittee facilitator and encouraged anyone interested in joining to reach out to Mr. Larson. Ms. Riepl said it was a pleasure to host the workshop and hopes to be able to host it again in the future.

ROADWAY PROJECTS

- Morton County: Mr. Saiki stated there were no updates at this time.
- Burleigh County: Mr. Flanagan said there is one upcoming federal allocation project that will start in early August 2025. They have had a preconstruction meeting and they are waiting for the contractor to start on the Highway 10 mill and overlay and chip seal project.
- City of Lincoln: Mr. Feser said there were no updates at this time.
- City of Mandan: Mr. Wigness stated they are currently working on a Rapid Rectangular Flashing Beacon project. Three of the four project locations have been completed (at St. Joe's, Custer Elementary, and Main Street next to Copper Dog).
- City of Bismarck: Mr. Schell Stated their only federal aid project is some finishing touchup on the South Washington Street reconstruction that started last year. On the state side they have received a flexible transportation grant for the East Century Avenue reconstruction project. The existing subgrades have been removed and they are installing the water mains. They are getting ready to start blading and gravel, and paving operations will start in the near future. He went on to say that they published a drone flight and had the contractor provide an update on their website. This can be accessed on bismarcknd.gov/streets.
- NDDOT: Mr. Beise stated that they are working on the Memorial Highway Strip project. They are starting to pave the temporary road and hope to have traffic on that before July 4, 2025. On Exit 161, they started pouring the deck on this last week and will continue with the deck pour tomorrow due to rain today. He also stated there will be a seal coat project on the interstate and 194/810 start the week after July 4.

Mr. Schell added that the State Legislature voted to change the fines within the construction speed zones. The minimum fee for speeding in a construction zone is currently set at \$80.00 and will now be increased to \$150.00.

OTHER BUSINESS

TAC Meeting Location Change

Mr. Larson noted TAC will meet at Mandan City Hall July through December.

66th Street Interchange

Mr. Schriock inquired about NDDOT removing the interchange at 66th Street from their future long-range program and asked if the MPO had an update regarding the change.

Ms. Riepl stated that she was unaware of any information regarding the matter at this time. She also stated that she would reach out to NDDOT.

MPO Transportation Specialist Position

Ms. Riepl stated that the MPO Transportation Specialist position has been offered and accepted by Tracy Walters, who has begun work with the MPO.

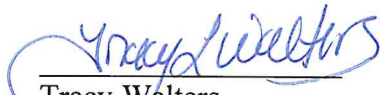
Ms. Walters stated that she has worked with the City of Bismarck for the last three and a half years as an Office Assistant II for the Building Inspections Department. She is excited to have accepted the Transportation Specialist position with the MPO to advance her career and is looking forward to meeting and working with the TAC Board Members.

Ms. Riepl stated that Ms. Walters will be job shadowing Mr. Larson this month and taking on roll call for the TAC meeting and other duties starting next month. She asked the other Board members to please help welcome Ms. Walters to the MPO.

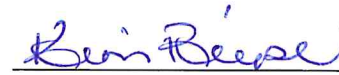
ADJOURNMENT

There being no further business, the meeting was adjourned at 10:50 a.m., with the next scheduled meeting to take place on July 14, 2025, at 10:00 a.m. in the Ed "Bosh" Froelich Meeting Room of Mandan City Hall, 205 2nd Ave NW, Mandan.

Respectfully submitted,


Tracy Walters
Recording Secretary

APPROVED:


MPO TAC Chair