

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
NOVEMBER 17, 2025**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met November 17, 2025, at 10:00 a.m. in the Ed “Bosh” Froehlich Meeting Room, City Hall, 205 2nd Ave NW, Mandan, ND. Kim Riepl presided.

Members present or participating via Zoom were Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Riley McAdoo-Roesler attending for Jarek Wigness, Logan Beise, Mitch Flanagan, Will Hutchings and Kim Riepl. Members absent were John Saiki, Natalie Pierce, 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; Paul Benning, WSB Engineering; Jamie Olson, KLJ Engineering; Wade Kline, KLJ Engineering; Matt Schaible, Lincoln Park District; Jeremy Williams, HDR; Kristen Sperry, Federal Highway Administration; Sharijad Hasan, NDSU/ATAC; Grant Dockter, Moore Engineering; Luke Champa, SRF; Dave Mayer, Bismarck Parks and Rec; and Easton Wagner, Bismarck ND.

PUBLIC COMMENT

Chair Riepl called for public comment on items on the current agenda or the prior Technical Advisory Committee (TAC) meeting agenda, excluding public hearing items. Seeing and hearing none, she closed the public comment period.

MINUTES

Chair Riepl called for consideration of the minutes from October 20, 2025.

MOTION: Mr. Schell made a motion to approve the minutes as presented. Ms. Hughes seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Riley McAdoo-Roesler, Logan Beise, Mitch Flanagan, Will Hutchings and Chair Riepl voting in favor, the minutes were approved.

2025 MONITORING REPORT UPDATE

Mr. Williams stated the project background for the Monitoring Report included the purpose, geographic scope and the project goals. He stated the current Monitoring Report has four chapter updates; 1. People, 2. Housing, 3. Employment and 4. Travel. The Monitoring Report update process updates the existing chapters to reflect current data, existing MPO studies and projects, align with Federal Highway Administration (FHWA) and North Dakota Department of Transportation (NDDOT) priorities and goals, and provide data for future in-house updates. The key outcomes from the Performance Measures Workshop held in May, focused on localized data, general discussion of federal performance measures, in-text web links to federal, state, and local guidance resources and refined topics to be addressed in the report. He added the data collection and analysis were used to identify key data sources to serve as a basis of the Monitoring Report. The key outcomes were used to develop methodologies to analyze data and prepare for the upcoming MPO staff training. Mr. Williams gave an overview of the updated Monitoring Report, which also consists of four chapters; 1. Introduction, 2. People and Housing, 3. Employment, and 4. Travel. Mr. Williams will meet with

MPO staff for an in-house training on December 2, so staff will be able to provide future updates to the Monitoring Report.

Mr. Schell asked what the frequency of updating the Monitoring Report would entail and asked for clarification if the MPO staff or a consultant would update the report.

Ms. Riepl stated the updates would be done in house by MPO staff and they would occur on an annual basis in relation to performance measure targets that are being set and adopted.

Mr. Larson stated staff will provide updates to the report annually; however, not all areas of the report are able to be updated every year. The Monitoring Report is a foundation for staff to work with and staff will be trained to add new data to the report every year.

Mr. Hutchings asked if the map on page 28 of the Monitoring Report could use different colors to help differentiate the sections to accommodate the public with red /green color blindness. He also noted that the information in the Monitoring Report could be used as a reference for future planning projects by consultants.

Mr. Larson stated that he would look into the colors on the map before the final version is released.

Mr. Larson thanked Mr. Williams and the team at HDR for their excellent work on the update of the Monitoring Report.

MOTION: Mr. Schell made a motion to recommend approval of the final Monitoring Report with the recommended change by Mr. Hutchings. Mr. Hutchings seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Riley McAdoo-Roesler, Logan Beise, Mitch Flanagan, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

FY 2028 TRANSPORTATION ALTERNATIVES (TA) PROJECTS

Mr. Larson stated the MPO received four Transportation Alternatives (TA) applications for this solicitation, as summarized in Exhibit B. Three projects were preservation projects and one was a construction project.

Mr. Larson presented the preservation project for the Lincoln Park District/ City of Lincoln's 66th Street Shared Use Path Safety Improvement. This project will install decorative pedestrian lighting on two segments of pathway, one from Lincoln Rd to 28th Ave, and one from Santee Road to the southern city limits (just north of Humbert Dr). The gravel segment of shared use path from Santee to the southern city limits will be paved. The total project cost is \$360,075, and the total federal request is \$291,400.

Mr. Schell asked what the difference is between preservation and construction pertaining to the project.

Mr. Larson stated that the new paving and lighting system fell under the preservation category, however, this project could also be classified as a construction project if TAC and Policy Board wishes.

Mr. Larson presented the preservation project for the City of Mandan/ Mandan Park District's Highway 1806 Pedestrian Trail Improvements project. This project entails resurfacing the existing 10' wide asphalt pedestrian trail, from 14th St NW past 27th St N and under the I-94 bridge on Hwy 1806. Overlay and drainage improvements throughout will address flooding of the trail, deteriorated pavement and add pedestrian safety enhancements consisting of a separation barrier underneath the I-94 bridge. The total cost will be \$1,100,000, of which \$771,175 is federal-aid eligible. The federal request for this project is \$624,112.

Mr. Moore added that new residential development has increased the use of these trails for bicyclists and pedestrians to access the schools. He noted providing connectivity and accessibility to the schools is a priority.

Mr. Larson presented the preservation project for the City of Bismarck's US 83/ State Street Multi-Use Trail Rehabilitation. This project entails resurfacing the existing 10' wide shared use path, asphalt overlay on approximately 5,700 LF along the west side of State St, from the Capitol Grounds at Divide Ave to Calgary Ave. The total cost of the project is \$475,000 and the federal request for the project is \$380,000.

Mr. Hutchings added that this segment is frequently used by bicyclists and pedestrians.

Mr. Larson presented the construction project for Bismarck Parks and Recreation District's Clairmont Trail Connections project. This project entails constructing a new 10' wide asphalt trail connection through Clairmont Family Conservation Park from Golf Drive to Clairmont Road (3,330 LF). The total cost for this project is \$879,531 and the total federal request is \$703,625.

Mr. Mayer stated that they have a master plan for this park and are looking to add these paths to connect the east-west segment, and in the future, add the north-south segment. There is currently not a dedicated pedestrian or bicycle path that is continuous to get from Tyler Parkway to Century Avenue that accesses River Road. He added they are also looking to add a sidewalk connection from Claremont Road to River Road, to provide a continuous connection for pedestrian safety.

Mr. Hutchings noted that this project would add access to the riverfront and be beneficial for the community.

Mr. Larson stated that the MPO and the Bike & Ped Subcommittee scored all four of these applications against the goals and objectives of the Arrive 2050 MTP using the new scoring rubric. These scores were combined and ranked for TAC and Policy Boards discussion.

Mr. Schell stated that it is tough to project a perfect ranking system in this case.

Ms. Riepl stated that we are providing NDDOT with our regional priorities. She noted last year we provided NDDOT with priority rankings for preservation and construction. TAC and Policy Board could choose this method for rankings if they wish.

Mr. Larson noted that these projects will compete with Grand Forks, Fargo and Minot for the distribution of the allocable funds.

MOTION: Mr. Schell made a motion to recommend approval of the FY 2028 TA Projects prioritized as construction projects: 1) Lincoln 66th Street Shared Use Path Improvements Project, 2) Bismarck Clairmont Park Trail Connections Project, and preservation projects: 1) Mandan Highway 1806 Trail Improvements Project, 2) Bismarck State Street Trail Rehab Project. Mr. McAdoo-Roesler seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Riley McAdoo-Roesler, Logan Beise, Mitch Flanagan, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

FY 2030 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT

Mr. Larson stated the MPO received three applications for the FY 2030 Highway Safety Improvement Program (HSIP) projects as summarized in Exhibit G.

Mr. Larson presented the City of Mandan's construction project; Sunset Drive/27th Street North Intersection project. This project entails constructing a single lane roundabout with pedestrian islands to improve traffic flow, reduce queue lengths and improve safety for all intersection users. The total cost of the project is \$2,670,000 and the federal request is \$2,403,000.

Mr. McAdoo Roesler noted that Mandan High School and Mandan Middle School are located east of 27th Street. Most traffic takes a left turn off 27th Street on to Sunset Drive and a right turn from Sunset Drive on to 27th Street.

Mr. Larson presented the City of Bismarck's construction project; Rectangular Rapid Flashing Beacons (RRFB) in four Locations. This project entails installing RRFB at four significant pedestrian crossings throughout Bismarck. A crosswalk between Century High School and Gateway Mall, a crossing at Washington Street and Avenue B, a crossing at Riverside Park Rd south of Memorial Bridge and a crossing at Airport Road and Lee Ave. The total cost for the project is \$690,000 and the federal request is \$621,000.

Mr. Schell provided an example of a student that had been hit at the crosswalk by Century High School noting that it is important to be proactive for the safety of pedestrians. He said the crossings at Airport Road and Lee Avenue is a result of the Safe Routes to Services study that the MPO conducted. He noted the next step in the process is providing funds to implement the recommendations of the study.

Mr. Larson presented Burleigh County's construction project; Apple Creek Road/66th Street SE Intersection. This project entails constructing a hybrid roundabout to improve safety, reduce conflict points and allow for future street development in the area. The total cost for the project is \$4,533,313 and the federal request is \$4,079,982.

Mr. Schriock noted this project is highly supported by the City of Lincoln.

Mr. Larson stated that the MPO scored all four of these applications against the goals and objectives of the Arrive 2050 MTP using the new scoring rubric. These scores were combined and ranked for TAC and Policy Boards discussion.

MOTION: Mr. Schell made a motion to recommend approval of the FY 2030 HSIP projects to NDDOT without prioritization. Mr. McAdoo- Roesler seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Riley McAdoo-Roesler, Logan Beise, Mitch Flanagan, Will Hutchings and Chair Riepl voting in favor, the minutes were approved.

FY 2029 URBAN GRANTS PROGRAM (UGP) PROJECTS

Mr. Larson stated the MPO received three applications for the Urban Grants Program (UGP) as summarized in Exhibit G.

Mr. Larson presented Bismarck's preservation project; Washington Street Traffic Signal Modernization. This project entails replacing the entire traffic signal system at Washington Street and Broadway Avenue to enhance safety, improve traffic flow and better serve all users. The existing signal is past its useful life and there are known pedestrian safety issues (including a pedestrian fatality in June 2025) that will be addressed with pedestrian push buttons and leading intervals. Improve/ modernize the signal system at Washington St and Rosser Ave to reduce north-south congestion and eastbound emergency vehicle delays. Upgrades will include flashing yellow arrow left-turn heads, video detection cameras, pedestrian pushbuttons and replacement of the signal cabinet. The total cost will be \$968,000, of which \$880,000 is federal-aid eligible. The federal request for this project is \$700,000.

Mr. Larson presented Mandan's construction project; Downtown 1st Street and Avenues Reconstruction Phase II (1st St. NW from 2nd Ave NW to 4th Ave NW and 3rd Ave NW from 1st NW to Main Street and 2nd Ave NW to 4th Avenue NW and 3rd Ave NW from 1st St NW to Main St and 2nd Ave NW from 1st St NW to Main St) This project entails full reconstruction on 1st St with concrete due to poor pavement condition and the need to replace the water main which precludes a mill and overlay; also sidewalk and sidewalk ramp improvements to replace existing poor conditions

and bring up to ADA compliance; curb bulb outs at 1st St intersections; signage and striping; beautification elements such as benches, bike racks, LED and pedestrian lighting. Sidewalk widths vs roadway widths will be examined during preliminary design. The Phase II project is a stand-alone project, not dependent on Phase I. The total cost will be \$6,238,968, of which \$4,694,176 is federal-aid eligible. The federal request for this project is \$3,755,341.

Mr. Larson presented Bismarck's construction project; Main Avenue Reconstruction – 7th Street to 9th Street. This project entails reconstruction of the Main Avenue roadway and its deteriorated pavement, including pavement, curb and gutter, street and pedestrian lighting, pavement markings, ADA compliant pedestrian facilities and upsized/ modernized storm sewer facilities. The southernmost eastbound driving lane will be converted into a flex lane that will still serve as a driving lane until redevelopment on the south side of Main Avenue leads to conversion into a parking lane. The existing roadway will be narrowed, and wider sidewalks with boulevards will be installed to improve pedestrian safety, snow storage, and redevelopment potential. Access management discussions will be held with property owners during the public input process to discuss consolidation of three corridor driveways. The total cost will be \$3,537,000, of which \$3,215,000 is federal-aid-eligible. The federal request for this project is \$2,200,000.

Mr. Larson stated that the MPO scored all four of these applications against the goals and objectives of the Arrived 2050 MTP using the new scoring rubric. These scores were combined and ranked for TAC and Policy Board discussion.

MOTION: Mr. Schell made a motion to recommend approval of all three FY 2029 UGP Projects to NDDOT without prioritization. Mr. McAdoo-Roesler seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Riley McAdoo-Roesler, Logan Beise, Mitch Flanagan, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

NDDOT BIS-MAN MPO 2026 UPWP CONTRACT

Ms. Riepl stated the annual contract between NDDOT and the MPO is for the MPO's 2026-2027 Unified Planning Work Program (UPWP) and the MPO's share of the 2026 Consolidated Planning Grant. The contracting parties are shown as NDDOT and the City of Bismarck on behalf of the BMMPO. The 2026 UPWP contract runs from January 1 to December 31st of 2026. The contracted amount is for a maximum of \$799,699.55 CPG funding to fund the federal share of MPO's budget for the 2026 UPWP. The contract will be brought to the Bismarck City Commission in December for approval. Staff is requesting a recommendation of approval of the 2026 UPWP Contract.

Mr. Hutchings congratulated Ms. Riepl on her efforts to get the UPWP contract in place. He stated there were very little changes to the contract and the project was very well done.

Ms. Riepl stated she appreciated the gesture and echoed Mr. Hutchings on the project.

MOTION: Ms. Hughes made a motion to recommend approval of the 2026 UPWP Contract. Mr. Schell seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Riley McAdoo-Roesler, Logan Beise, Mitch Flanagan, Will Hutchings and Chair Riepl voting in favor, the 2026 UPWP Contract was recommended for approval.

ATAC ADDENDUM TO MASTER AGREEMENT

Ms. Riepl presented the addendum to the ATAC Master Agreement for automated traffic data collection at five Mandan signalized intersections. This project will begin in January 2026 and

conclude in May of 2027. The total of the project will be \$44,793. The BMMPO will provide 80% totaling \$35,834.40 and the City of Mandan will provide the local share of 20% totaling \$8,958.60 for this project. Staff is looking for a recommendation for approval of the ATAC Addendum to the Master Agreement.

Mr. Schell asked Mr. McAdoo-Roesler if the location of the five intersections had been determined by the City of Mandan.

Mr. McAdoo-Roesler stated they are focusing their efforts on Main Street and Memorial Highway on this project. He noted that they would wait on 3rd Street and 6th Street for now.

MOTION: Mr. McAdoo- Roesler made a motion to recommend approval of the ATAC Addendum to the Master Agreement. Mr. Schell seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Riley McAdoo-Roesler, Logan Beise, Mitch Flanagan, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

2025 SAFETY POLICY STUDY

Mr. Champa presented the draft report for the Safety Policy Study. He provided an overview of the Safety Policy Study's eight chapters covering the introduction and background of the study, multimodal transportation safety statistics from 2020-2024, the state of practice, the public engagement process, the methodology of the crash data and development of the high-injury network, high-injury method analysis results and safety strategies, the tool kit for engineering and non-engineering strategies and the implementation plan aligned with the regional "Road to Zero" information. Mr. Champa also summarized the appendices, which include historical crash trend summary, state-of-practice resources, public engagement summary, the high-injury network and its methodology and results and the high injury network. He stated the safety strategies toolkit is receiving its final touches and will be available in the next few days. He noted that Steering Committee feedback is being evaluated and their final meeting will be held on December 3rd. The final document will be presented to TAC and Policy Board at their December meetings.

2025 ITS RA

Mr. Hasan presented an update on the 2025 ITS Regional Architecture. He stated that the project, which began in February, updates the regional ITS architecture originally developed in 2005 and modified through several prior editions. This edition expands the time frame, geographic scope and adds two new stakeholders, bringing the total to twenty-six stakeholders. The update includes twenty-eight service packages, of which twenty-six are existing and two are future oriented. The number of future services has decreased from the previous update, and the planned services have been reduced to zero. Some service packages have been consolidated with certain functions addressed under other services or within the statewide architecture. The team also identified several interagency agreements essential to coordinating responsibilities and ensuring effective public service delivery. He stated they have pinpointed several agreements that are crucial for clarifying stakeholder relationships. The update introduces the concept of project-level architecture to improve consistency, clarify project roles, and strengthen future ITS development. He also stated changes in the architecture include identifying service changes in the region, acknowledging agreements and project architecture. Mr. Hasan noted that the report includes recommendations to enhance collaboration and include modern technologies, such as electric vehicle charging infrastructure, in alignment with the MPO's Arrive 2050 MTP goals. Final comments from technical representatives are being addressed, and the final report will be presented to TAC and Policy Board in December.

Mr. Schell asked Ms. Riepl if this would be a document recommended for approval by TAC and Policy Board and indicated there were a few items he would like addressed in the document.

Ms. Riepl stated this is a draft form and Mr. Hasan will send out a form to the stakeholders for additional information and final comments. These final comments will be incorporated into the final report for approval recommendation. She asked Mr. Hasan if the stakeholder's form would be all-inclusive to receive final comments.

Mr. Hasan replied yes, this would be an all-inclusive form and comments received would be incorporated into the final report.

FARMP (FRINGE AREA ROAD MASTER PLAN)

Mr. Larson stated the first consultant meeting was held on October 27th and the first Steering Committee meeting was on November 13th. He noted they had good participation and discussion at the meetings which will be used for compiling data for their first public engagement event in early December. He also noted they will be finalizing mapping tools that will be used to collect information from the Steering Committee, jurisdictions and the public.

ADMINISTRATIVE MODIFICATIONS

Mr. Larson stated the MPO must make changes to the UPWP, MTP and the TIP on a regular basis. The Public Participation Plan (PPP) lays out a specific process for handling these changes. If changes made are substantial and meet the thresholds provided in the PPP, these changes are processed as amendments which must be advertised and presented to TAC and Policy Board. If the changes are minor and fall below the amendment threshold, they can be processed administratively. The MPO is looking to provide official notice of administrative modifications in the meeting agendas and packets but no longer include them as a presentation at the meetings. He noted the board members may question or comment on the modifications at the meetings. The PPP would not need to be changed if we are providing notification to TAC and Policy Board members.

Mr. Hutchings asked if the MPO would update the modifications after TAC and Policy Board has been notified.

Mr. Larson replied yes, this is the best policy for the MPO staff.

Mr. Schell noted he is in support of this change.

Ms. Riepl stated the item would be listed on the agenda and included in the packet as an informational only item with no presentation, unless requested by TAC or Policy Board.

SECRETARY'S NOTE: *The TAC members tacitly agreed to move forward with the MPO's request to list the administrative modifications on the agenda as an informational item and include them in the packet without a formal presentation by staff. This will now be the process of advising the TAC members of administrative modifications in future meetings.*

TRANSIT DEVELOPMENT PLAN (TDP) RFP UPDATE

Ms. Jacobsen stated last month TAC had recommended approval with noted changes of the request for proposals (RFP) for the Transit Development Plan (TDP). The Policy Board has decided to delay the RFP for 3 months due to its timing. Transit has current changes being developed such as drivers' salary increases, proposed extended service hours and the possibility of results from the sales tax initiative. Policy Board would like to see these changes implemented before the TDP RFP takes place. This delay would allow Bismarck and Mandan time for further discussion to identify how the TDP study should be focused.

Mr. Hutchings asked how delaying the TDP study would affect the budget for 2026 and if the project was scheduled to continue in 2027.

Ms. Riepl replied that in January 2026 we can bring the RFP back to the Policy Board for their approval. If the MPO succeeds in having the TDP RFP approved in January, the MPO will be on schedule to spend down the budget in a timely manner without having to do a budget revision to our UPWP. The project is scheduled to continue into 2027.

2026 MEETING CALENDAR

Ms. Walters presented Exhibit R, the 2026 calendar of TAC and Policy Board meetings. TAC will meet on Tuesday in January and February, to avoid conflicts with holidays. TAC and Policy Board will be moving to the Tom Baker Room in Bismarck January through June and will return to Mandan next July.

GOVERNMENT PARTNERS PROGRAM (GPP) MEMBERSHIP RENEWAL UPDATE

Ms. Riepl stated the Big Sky Passenger Rail Authority (BSPRA) membership is designed to assist communities along adjacent passenger rail service routes with planning activities for rail service to the area. The BSPRA government partner program has a membership term of one year. This membership does not automatically renew. The memorandum of agreement for the GPP membership between the MPO and five paying, participating jurisdictions was signed in December 2024. The jurisdictions were given the option to consider renewal again this year. The annual membership fee for 2026 is \$6,000 and this amount is included in the MPO's 2026 UPWP work program and budget. She noted that if any jurisdiction needs prior approval for the membership, this would be the time for the principal representative of the jurisdiction to obtain approvals prior to the end of the year. The MPO will verify participating jurisdictions to develop the MOA for 2026. The final MOA will be presented to TAC and Policy Board in December.

ROADWAY PROJECTS

NDDOT:	Mr. Beise stated exit 161 concrete pavement is done for the year and most of the striping is in. He noted work is continuing for the crosswalk, arrows will be added for striping, and that traffic will switch on December 20 th for the new orientation. He stated the concrete is finished on Memorial Highway, and traffic will switch sometime this week. Concrete work still needs to be completed for the exit 194 ramp. He added that the interstates will be fully open today.
City of Bismarck:	Mr. Schell stated the Century Avenue project reconstruction and extension east of Centennial Road is substantially complete. The landscaping will be completed early next year.
City of Mandan:	Mr. McAdoo-Roesler stated they are wrapping projects up for winter shutdown.
Burleigh County:	Mr. Schriock stated there is no update for Burleigh County.
City of Lincoln:	Ms. Marshik stated there are no ongoing projects for Lincoln.
Morton County:	There was no update from Morton County.

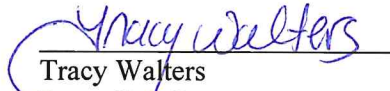
OTHER BUSINESS

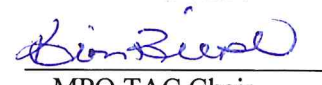
Mr. Schell stated there is a public input meeting at Public Works from 6:00 – 8:00 PM to address a proposal to create a street utility fee. This proposal would replace street maintenance special assessments in our community.

ADJOURNMENT

There being no further business, the meeting was adjourned at 11:57 a.m., with the next scheduled meeting to take place on December 15, 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