

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
DECEMBER 16, 2025**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met December 16, 2025, at 1:30 p.m. in the Ed “Bosh” Froehlich Meeting Room, City Hall, 205 2nd Ave NW, Mandan, ND. Chair Mike Schmitz presided.

Board members present or participating via Zoom were Mike Schmitz, James Froelich, Keli Berglund, Steve Bakken (attending for Steve Schwab) and Andy Zachmeier. Member absent was Steve Schwab.

Others present or attending via Zoom were Kim Riepl, Paulette Jacobsen, Tracy Walters and Stephen Larson of the Bismarck-Mandan MPO; Will Hutchings, NDDOT; Luke Champa, SRF; Sharijad Hasan, NDSU/ ATAC and Joel Mann, Bolton and Menk

PLEDGE OF ALLEGIANCE AND CALL TO ORDER

Chair Schmitz called the December 16, 2025, meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

PUBLIC COMMENT

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

MINUTES

Chair Schmitz called for a motion to approve the minutes of the November 18, 2025, meeting.

MOTION: Mr. Froelich made a motion to approve the minutes. Mr. Bakken seconded the motion and with Mr. Froelich, Ms. Berglund, Mr. Bakken and Chair Schmitz voting in favor, the minutes were approved.

SECRETARYS NOTE: *Andy Zachmeier joined the meeting after the minutes were approved.*

**2025 INTELLIGENT TRANSPORTATION SYSTEMS REGIONAL
ARCHITECTURE (ITS RA) UPDATE**

Mr. Hasan presented the final report for the Regional Intelligent Transportation System Architecture Plan. He provided an overview of the Chapters in the report.

- Chapters 1 and 2 describe the region, service boundary, and the timeline of architectural development
- Chapter 3 identifies all stakeholders involved in the Regional ITS effort
- Chapter 4 discusses the various ITS elements
- Chapter 5 includes appendices outlining the ITS service package and information flow

- Chapter 6 defines the operational concept for the roles and responsibilities of the stakeholders
- Chapter 7 outlines goals and objectives of the agreements identified in the Arrive 2050
- Chapter 8 contains an appendix detailing the functional requirements and capabilities of the ITS elements being adopted and that it defines the functional expectations and capabilities of the ITS infrastructure
- Chapter 9 addresses national communications standards, which he emphasized are essential to ensuring interoperability and consistency across services

Mr. Hasan noted that based on feedback received from the Technical Advisory Committee (TAC), additional updates and information were incorporated into the report.

- Chapter 10 was added to address the long-term planning document
- Chapter 11 outlines project architecture as a guideline for future consultants on ITS work
- Chapter 12 includes conclusive remarks for future ITS improvements

He also said the report identifies performance metrics adopted for evaluating projects and includes a project architecture section intended to serve as a guideline for future users, consultants, and contractors working within the region. Mr. Hasan stated the remarks section includes projections identified as beneficial for the future development of transportation in the region. He also provided an overview of the Bis-Man RA summarizing the data that illustrates an increase in the number of stakeholders from 2021 to 2025, while the total number of service packages have decreased. He explained that this reflects services since 2021 and the transition of projects from planning to completion. The next step will be to finalize the architecture using the nationally recognized RAD-IT tool and update the website accordingly.

Mr. Hasan invited Ms. Riepl to provide any additional comments.

Ms. Riepl stated MPO staff is satisfied with the ITS Regional Architecture report and would like to thank Mr. Hasan for providing jurisdictional stakeholders with ample opportunity to engage in this project. She noted that MPO staff supports TAC's unanimous vote to recommend approval of the final report for the 2025 Intelligent Transportation Services Regional Architecture (ITS RA).

MOTION: Ms. Berglund made a motion to recommend approval of the final Intelligent Transportation Services Regional Architecture (ITS RA) report as presented. Mr. Bakken seconded the motion and with Mr. Froelich, Ms. Berglund, Mr. Zachmeier, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

2025 SAFETY POLICY STUDY

Mr. Champa thanked and acknowledged the Steering Committee members and the consultant team for their hard work and efforts on completing the Safety Policy Study. He stated that the Safety Policy Study final report consists of eight chapters and he gave an overview of the final Safety Policy Study report. He explained that Chapter 1 includes the introduction and background for the safety in the region and the purpose of the Safety Policy Study. It outlines national and statewide safety trends and introduces the modern approach to traffic safety and covers the Safe System Approach. Chapter 2 is an overview of the multimodal transportation safety in the region and summarizes a historical crash trend, vision and goals and Appendix A of the document. Chapter 3 provides an overview of the safety

practice in the Bismarck-Mandan Region including State plans and policies, regional and local plans and policies, policy and process changes and Appendix B, which covers the state of practice.

Mr. Champa invited Ms. Rieck to come forward to explain Chapter 4, the public engagement and outreach processes.

Ms. Rieck stated she organized events for public outreach and engagement activities for the study. She thanked the Mandan Progress Organization for allowing a pop-up booth at the Touch-A-Truck event in Mandan and the Bis-Man Earth Day Festival in Bismarck. She noted that these events generated diverse participation and valuable feedback on safety through community conversations, focus groups, stakeholder interviews and a youth perspective survey. She gave an overview of Chapter 4, which included the summary of study engagement, methodology, key findings and outcomes, conclusion and recommendations, and Appendix C- Public Engagement Summary. She gave examples of pedestrian and bicycle safety, driver behavior and distracted driving, infrastructure gaps and intersection designs, and transit accessibility and reliability.

Mr. Champa explained that Chapter 5 presents the safety analysis, demographic analysis and Appendix D, which covers the high injury network methodology. He stated that the High-Injury Network Memo identifies streets or locations where a high number of severe crash concentrations have occurred along a corridor level segment for the most recent five-year period (2020-2024). Chapter 6 details the Modal High-Injury Network (HIN) results, Pedestrian HIN, Motorcycle HIN, Automobile HIN, All-Mode HIN and Appendix E provides one-page summaries for each corridor. Mr. Champa stated that Chapter 7 contains the Safety Strategies and Toolkit. He gave an overview of Chapter 7 including the introduction, engineering strategies, building safety beyond infrastructure, other multimodal strategies and Appendix F – Safety Strategies Toolkit.

Mr. Champa invited Ms. Reick to present the Non-Engineering Strategies.

Ms. Reick presented the Non-Engineering Strategies section of Chapter 7. She gave an overview including education and awareness, community collaboration and partnerships, motorcycle safety and rider awareness, enforcement and behavior change, encouragement and community engagement, emergency services and coordination, access and inclusion, policy regulations, legislative change, and discussed moving forward together.

Mr. Champa continued and provided an overview of the Safety Strategy Toolkit. He stated that Chapter 8 focuses on implementation and the Road to Zero. Chapter 8 also includes putting the toolkit into action, prioritized locations, and prioritized implementation actions. He discussed examples of roadway infrastructure actions, behavioral actions, growing safety culture within BMMPO and potential funding opportunities. He noted that the Safety Policy Study report is a tool for local jurisdictions and the MPO to prioritize data and make decisions for specific locations and projects in the region.

Chair Schmitz asked with the growing population by 2050, if the percentage of severe crashes could be obtained. He stated zero crashes may be unrealistic.

Mr. Champa replied they did not factor population or traffic growth into the goal. The 50% reduction is based on a 2021 peak of 71 severe crashes and being significantly lower at 46 severe crashes in 2024. The team strived to make calculations based on an attainable goal. He stated that emerging technology in new vehicles could have a positive impact on severe crashes as well. Mr. Champa agreed that zero crashes may be unrealistic in 2050, however; there are no repercussions if the goal of zero crashes is not attained.

Mr. Bakken asked if the rationale behind vision zero is setting a good foundation for focusing on key areas that are high impact areas.

Mr. Champa stated that yes, this is correct.

Ms. Riepl stated on behalf of the MPO, her thanks to Mr. Champa, Ms. Reick and the entire SRF staff for their considerable effort in developing a product that will assist in the priority of safety in our community on a variety of levels for years to come. She noted that the safety counter measure tool kit is created for use by our jurisdictions to assist in developing appropriate safety counter measures. The MPO is very happy with the outcome of the study and the products. She noted that TAC did vote unanimously yesterday to recommend adoption of the Safety Policy Study final report and to recommend approval of the Safety Policy Study Leadership Commitment Resolution of Adoption and staff would be looking for the same from the Policy Board today.

MOTION: Ms. Berglund made a motion to approve the Safety Policy Study final report. Mr. Bakken seconded the motion and with Ms. Berglund, Mr. Zachmeier, Mr. Froelich, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

MOTION: Ms. Berglund made a motion to adopt the Safety Policy Study Leadership Commitment Resolution of Adoption. Mr. Bakken seconded the motion and with Ms. Berglund, Mr. Zachmeier, Mr. Froelich, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Mr. Larson stated the MPO processed five amendments to the 2026-2029 Transportation Improvement Program (TIP). The amendments were advertised for the required fifteen-day public comment period in which no comments were received. He said the first amendment is a removal of a project for the reconstruction of 19th St and Century Avenue turning lanes from the current TIP as NDDOT has indicated the project is being funded with FY25 funds in the 2025-2028 TIP. The next 3 amendments are all to add new projects for microsurfacing on roadways in the Bismarck area and the fifth amendment adds a new project for the right of way evaluation and preliminary engineering on Interstate Ave East. He noted that TAC recommended approval of the amendments as presented.

MOTION: Mr. Bakken made a motion to approve the 2026-2029 Transportation Improvement Program (TIP) Amendments. Mr. Froelich seconded the motion and with Ms. Berglund, Mr. Zachmeier, Mr. Froelich, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

FY 2026 URBAN RAIL/ HIGHWAY CROSSING SAFETY PROGRAM PROJECTS

Mr. Larson stated the MPO received one project for the FY26 Urban Rail project from the City of Bismarck. Morrison Ave Rail Crossing (just west of Yegen Rd) entails the installation of additional railroad panels on the south side of the crossing, in conjunction with the calendar year 2027 sidewalk project adding a sidewalk on the south side of Morrison to the east of the crossing. The railroad panels at the crossing would complete the new sidewalk. The 100% federal cost of the project is unknown. He noted that TAC recommended approval of the FY 2026 Urban Rail/ Highway Crossing Safety Program project.

MOTION: Mr. Bakken made a motion to approve the FY 2026 Urban Rail/Highway Crossing Safety Program project to be forwarded to NDDOT. Mr. Froelich

seconded the motion and with Ms. Berglund, Mr. Zachmeier, Mr. Froelich, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

SFY 2027 BIS-MAN TRANSIT 5339 & 5310 GRANT APPLICATIONS

Ms. Jacobsen stated NDDOT has solicited for the SFY 2027 Bis-Man Transit 5339 & 5310 grant applications. Section 5339 is a Bus & Bus Facilities program and Section 5310 is the Enhanced Mobility of Seniors and Individuals with Disabilities program. Bis-Man Transit is requesting approval to submit the grant applications for both programs. Bis-Man Transit's 5339 grant application is for two fixed routes and one facility cleaning machine for restrooms. If they are awarded the grant, the federal share would be \$1,216,560 and Transit will provide a local share of \$215,040 totaling \$1,431,600. She noted the 5310 application is for the Afterhours Service, Sunday Service, Holiday Service, Early Morning Service and the salary for the existing Mobility Manager position. The application is for the purchase of four new cutaway buses to replace the existing paratransit vehicles that will be exceeding their FTA useful life by the time of the grant award. If NDDOT approves all nine projects, the total federal request would be \$884,364 and Transit would provide a local share of \$357,276. The 5339 and 5310 grant applications will be presented to the Bismarck City Commission on December 16th and staff is seeking a recommendation for the approval of the 5339 and 5310 applications, contingent upon the Bismarck City Commission's approval. She noted that TAC recommended approval of the SFY 2027 Bis-Man Transit 5339 & 5310 grant applications as presented.

Mr. Bakken asked if the local match comes from the City of Bismarck.

Mr. Schmitz replied that yes, the local match comes from the city and he stated the 5339 & 5310 grants for Bis-Man Transit are good to support for the communities of Bismarck and Mandan.

MOTION: Ms. Berglund made a motion to approve the SFY 2027-Bis-Man Transit 5339 & 5310 Grant Applications contingent on the Bismarck City Commission's approval. Mr. Froelich seconded the motion and with Ms. Berglund, Mr. Zachmeier, Mr. Froelich, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

FY30 URBAN REGIONAL APPLICATIONS

Ms. Riepl stated four applications were submitted for the FY30 Urban Regional program. The MPO and its member jurisdictions met with representatives from NDDOT to discuss the FY30 Urban Regional Program and regional project priorities for the MPO area for FY30. The MPO scored the projects against the goals and objectives in the Arrive 2050 Metropolitan Transportation Plan (MTP) and the scores were shared with the prioritization committee for consideration. Based on the discussion, priorities indicated by submitting jurisdictions, direction received from NDDOT and the consensus reached the following priority was assigned to the four project submittals:

- City of Mandan's maintenance project is located on Old Red Trail (ND HWY 1806). RP 71.69 to RP 75.5: This project entails a 1.18-mile chip seal on an asphalt reconstruction that was done in 2021. The total cost for the project is \$104,987 and the federal request is \$83,990. This project was assigned as the highest priority.

- City of Bismarck's maintenance project; State Street, Divide Avenue to Calgary Ave: This project entails an asphalt overlay rehabilitation of a multi-use trail that is 5,700 linear feet. The total cost for this project is \$464,000 and the federal request is \$371,200. This project was ranked #2 in regional priority.
- City of Bismarck's project located at 7th and 9th BNSF RR underpass. This project entails the evaluation of storm water improvements or driver warning systems to mitigate current deficiencies which result in flooding during large rain events. The project total cost is \$1,300,000 and the federal request is \$1,040,000.
- City of Bismarck's project for a city-wide sign replacement (US 83, ND 810, and 94 Bus). This project will replace all non-compliant highway signs on regional highway systems in the city. The total cost for the project is \$250,000 and the federal request is \$200,000.

Ms. Riepl outlined several prioritization options to the Policy Board stating that historically these are forwarded to NDDOT with prioritization. She noted that TAC recommended approval of the FY30 Urban Regional Applications projects to be forwarded to NDDOT with the prioritization presented.

MOTION: Mr. Bakken made a motion to accept TAC's recommendation of the FY30 Urban Regional Applications projects to be forwarded to NDDOT with the assigned prioritization. Ms. Berglund seconded the motion and with Ms. Berglund, Mr. Zachmeier, Mr. Froelich, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

FY30 URBAN ROADS APPLICATIONS

Ms. Riepl stated the MPO received one application for the FY30 Urban Roads from the City of Bismarck. The MPO and its member jurisdictions met with representatives from NDDOT to discuss the FY30 Urban Roads Program and the available funding for the MPO area. Based on the discussion, direction received from NDDOT, and the consensus reached, staff recommends approval of Bismarck's Main Avenue from Memorial Highway/Frairie Barracks Road to Washington Street reconstruction project to be promoted as the priority project to be considered for FY30 Urban Roads programming.

Ms. Riepl presented the City of Bismarck's reconstruction project located at Main Avenue (Memorial Highway/Frairie Barracks Road to Washington Street). This project entails concrete pavement/ asphalt shoulder reconstruction to potentially include a roundabout installed at Main and Rosser Ave/ Bell St. intersection and possible 4 to 3 lane reduction and addition of a new multi-use trail from Bell St. to Washington Street. This project also includes evaluation of appropriate rehabilitation/replacement for the grade separated pedestrian crossing and landscaping considerations along the corridor. This proposed project is on a one mile stretch of Main Avenue. The cost for this project is \$7,100,000 and the federal reimbursement is \$5,200,000 potentially increasing to \$5,680,000 should additional Urban Roads funding becoming available.

Ms. Riepl noted that TAC has recommended approval of the FY30 Urban Roads project to be forwarded to NDDOT.

Mr. Bakken asked what the rational would be for the lane reduction.

Ms. Riepl explained with the current right of way, there are four lanes with the two eastbound lanes merging into one eastbound lane at West Main Avenue. The proposed reduction would maintain only one eastbound lane and potentially provide a multi-use trail on the north side of the roadway using the existing right of way.

Mr. Bakken stated he was more concerned with the westbound lanes and asked if the roundabout is where everything would come to a head.

Ms. Riepl shared an image from the application depicting the roundabout and the reconfiguration of lanes, including the lane reduction to the east and the retention of two westbound lanes to the west of the roundabout.

MOTION: Mr. Froelich made a motion to approve the FY30 Urban Roads project to be forwarded to NDDOT. Ms. Berglund seconded the motion and with Ms. Berglund, Mr. Zachmeier, Mr. Froelich, Chair Schmitz voting in favor and Mr. Bakken opposing the motion, the motion was approved.

GOVERNMENT PARTNER PROGRAM (GPP) MEMBERSHIP

Ms. Riepl stated the Big Sky Passenger Rail Authority (BSPRA) Government Partner Program (GPP) membership has been approved by the jurisdictions through inclusion of the GPP membership in the 2026 UPWP which was approved in August 2025. The Memorandum of Agreement (MOA) expires at the end of the year and does not automatically renew. The MOA for the 2026 membership outlines the roles and responsibilities of the MPO and the participating member jurisdictions in the GPP. This is a standard MOA that was signed last year and it is updated along with the membership term. Staff would be looking for a recommendation of approval of the GPP MOA.

MOTION: Mr. Bakken made a motion to approve the Government Partner Program (GPP) Memorandum of Agreement (MOA). Ms. Berglund seconded the motion and with Ms. Berglund, Mr. Zachmeier, Mr. Froelich, Mr. Bakken and Chair Schmitz voting in favor, the motion was approved.

FARMP (FRINGE AREA ROAD MASTER PLAN)

Mr. Mann stated they have had an introductory meeting with the Steering Committee last month. They have also had a community outreach event and are going to have two more major events throughout the course of the study. The first meeting was held on December 10th in Bismarck. The Mandan meeting, which was postponed due to inclement weather, will be rescheduled. They have begun diving into technical work as part of the study and next month they will expect to have findings from a high level of purely technical data driven review. This plan will take shape and include extensive public comments and coordination with stakeholders, agencies and other organizations and institutions in the community. He provided an overview of the project's schedule and timeline for Phase 1 and Phase 2 of the project.

The community outreach event included an interactive presentation of the project and answered questions of the public. He explained the investment in the expanded roadway network as development will happen in the region and help the public understand the decision making that goes into the project. Mr. Mann provided an overview of the workshop format including planning scenarios in which everybody had a path they would follow around the room and play a variety of different roles such as landowners or an engineer to provide

different perspectives of the project. He noted they had good feedback and interest in the findings of the study.

Mr. Mann stated they will begin diving into technical analysis to determine land use, topography, traffic operations, planned and programmed investments, and growth patterns and trends. He also said they will also begin to develop a public-facing input and survey tool that combines geographic locations with concerns and an agency tool serving as a data collection medium for the consultant team to compile the legacy plan amendments and changes.

2025 MONITORING REPORT UPDATE

Mr. Larson stated HDR provided the MPO staff with training on the Monitoring Report document processes on December 2nd to support conducting future updates in-house. The training was successful and HDR has provided most of the final deliverables to the MPO. The MPO would like to thank the HDR team for their successful update to the 2025 Monitoring Report and the final document is uploaded to the MPO's website. There are a few items left to acquire to finalize the project over the next week, however; this project will be finished by the end of the year.

OTHER BUSINESS

Chair Schmitz initiated a discussion regarding the informational Notice of 2026-2027 UPWP Administrative Modification item on the agenda. He suggested that the meeting minutes and the informational administrative modification items could be listed as consent agenda items and that the Board could entertain one motion for approval of these items.

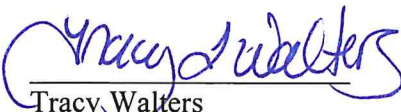
Ms. Riepl agreed to make the change to our agenda format to comply with Chair Schmitz's request.

Ms. Riepl stated the contract for the 2026-2027 UPWP that was affirmed by Policy Board was approved. The contract has been executed and the MPO received notification from NDDOT that the funds have been authorized for the 2026 operating budget. She thanked everyone for their help and assistance.

ADJOURNMENT

There being no further business, Chair Schmitz adjourned at 2:12 p.m. The next scheduled meeting will take place on January 20, 2026, at 1:30 p.m. in the Tom Baker Meeting Room of the City/County Building, 221 N 5th St, Bismarck.

Respectfully submitted,


Tracy Walters
Recording Secretary

APPROVED:

MPO Policy Board Chair