

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
JANUARY 20, 2026**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met January 20, 2026, 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 included Daniel Nairn, Tim Jacobs for Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, 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 included Stephen Larson, Tracy Walters and Paulette Jacobsen, Bismarck-Mandan MPO; Kristen Sperry, FHWA; Jamie Olson, KLJ Engineering; Paul Benning, WSB Engineering and Zach Verke, WSK Engineering.

***Secretary's Note:** The Tom Baker meeting room experienced audio issues during the TAC meeting and a quorum was not obtained without online member participation. The audio issues were quickly resolved and the meeting was called to order.*

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.

CONSENT AGENDA

Chair Riepl stated the MPO has changed the format of the TAC and Policy Board meeting agendas to incorporate a consent agenda and a regular agenda per the suggestion of the Policy Board members at their December meeting. She explained that the MPO will forgo formal presentations on items such as UPWP administrative modifications, Transportation Improvement Program (TIP) modifications, progress reports that do not merit a presentation, and meeting minutes. She noted these items will be included in the meeting packets and staff would seek approval of the consent agenda items.

Chair Riepl stated the January TAC meeting consent agenda includes the December 15, 2025, TAC meeting minutes, Bismarck 2025 Traffic Data Collection final status report, 2025 Intelligent Transportation System Regional Architecture (ITS RA) final report revision, and the Notice of 2026-2029 Transportation Improvement Program (TIP) Modification.

MOTION: Mr. Schell made a motion to approve the consent agenda items. Ms. Hughes seconded the motion and with Daniel Nairn, Tim Jacobs, Deidre Hughes, Gabe Schell, Jarek Wigness, Logan Beise, Mitch Flanagan, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

ATAC ADDENDUM FRINGE AREA ROAD MASTER PLAN (FARMP) MODELING

Mr. Larson stated the Master Agreement with Advanced Traffic Analysis Center (ATAC) at NDSU is for the maintenance of the MPO's Travel Demand Model (TDM). He stated this Addendum to the Master Agreement addresses concerns of the Fringe Area Road Master Plan (FARMP) update. The MPO and consultant asked that ATAC review modeled roadway networks used in previous

iterations of the TDM that were used to support prior beltway analysis. These previous studies include the 2014 FARMP and the 2009 Beltway study. ATAC will review the current TDM with a focus on roadways that were previously identified as future beltway alignments in the 2014 FARMP. ATAC will also perform scenario model runs to help the MPO and study team understand how realistic the 2014 FARMP alignments are today and explore alternative ways to accomplish transportation goals. He noted the project will be completed by March 31, 2026, and the contracted amount for the project is \$14,393.00, to be split 80% by the MPO and 20% by the five participating jurisdictions. This project will use budgeted funds for modeling in the 2026 UPWP.

Mr. Schell asked what the timeline is for the information to be given to ATAC to run the model changes and if ATAC would be able to make the changes to the TDM.

Mr. Larson replied ATAC would be reviewing prior TDM's and utilizing the current TDM to run scenarios specifically for the focus on previously identified beltway roads. He noted they are trying to complete this task quickly in order to utilize the data for the steering committee and the public in April.

Mr. Schell asked for further clarification on the tasks of the Addendum and if ATAC would be able to make the changes to the TDM or if this would open up the possibility of making changes to the TDM.

Mr. Larson replied the steering committee will be discussing possible changes to the TDM at their meeting this week. He noted the ATAC Addendum has been driven by the consultant's needs for the study.

Mr. Hutchings asked if the funds allocated in the 2026 UPWP were specific for this study.

Mr. Larson replied that the funds were allocated for general modeling tasks.

Mr. Nairn added that there is not a perfect alignment between the assumptions that the TDM was built on and the FARMP's assumptions. He noted the TDM was built for the Metropolitan Transportation Plan (MTP), which is looking at a time frame and assumption of how the city will grow. The FARMP is showing where the alignments should be if the area grows in the future.

MOTION: Mr. Schell made a motion to recommend approval of the ATAC Addendum to the Fringe Area Road Master Plan (FARMP) modeling. Ms. Hughes seconded the motion and with Daniel Nairn, Tim Jacobs, Deidre Hughes, Gabe Schell, Jarek Wigness, Logan Beise, Mitch Flanagan, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

Mr. Larson stated this month, the MPO processed an amendment to the 2026-2029 TIP. The amendment was advertised for the required 15-day public comment period and no comments were received. The public hearing will be held on Thursday, January 22, 2026, at 10:00 A.M. in the David Blackstead room on the 2nd floor of the City/County Office Building. The amendment addresses a microsurfacing and pavement markings project on ND 810 from 12th St to Main Avenue. The amendment increases the extents of the project to be from Expressway Bridge to Main Avenue, and the total project cost has increased from \$1,492,938 to \$3,400,000. Staff is seeking a motion contingent on no public comments received at the public hearing.

MOTION: Ms. Hughes made a motion to recommend approval of the 2026-2029 TIP Amendment, contingent on no public comments received at the public hearing. Mr. Schell seconded the motion and with Daniel Nairn, Tim Jacobs, Deidre Hughes, Gabe Schell, Jarek Wigness, Logan Beise, Mitch Flanagan, Will Hutchings and Chair Riepl voting in favor, the motion was approved.

2025 FRINGE AREA ROAD MASTER PLAN (FARMP) UPDATE

Secretary's Note: *Joel Mann was not able to be heard in the Tom Baker meeting room due to audio issues. Stephen Larson presented the Fringe Area Road Master Plan (FARMP) update for Mr. Mann.*

Mr. Larson stated they had two public meetings with the first one held in Bismarck on December 10th and the second held in Mandan on January 13th. He noted people who attended the meetings enjoyed the interactive activity prepared by the consultant and they received positive feedback from the participants. Mr. Larson explained they have released an interactive map for the public to provide additional feedback. They have received around forty comments so far and they will continue to collect additional public input within the next month. Phase one of the project will soon wrap up and the consultant will provide the findings and data for the project to TAC and Policy Board. He noted the next steering committee meeting will be on Thursday, January 22, 2026. The committee will discuss data collection, ATAC modeling and public engagement opportunities.

Mr. Hutchings asked if there was representation from the ETA during the public engagement meetings.

Mr. Larson replied they hosted several people from the Bismarck and Mandan ETA that participated in the public engagement meetings.

2025 BIS-MAN TRANSIT STATE OF TRANSIT UPDATE

Ms. Hughes with Bis-Man Transit presented the State of Transit Update.

Secretary's Note: *See the attached pamphlet providing information for the Bis-Man Transit Board 2025 Update.*

OTHER BUSINESS

Ms. Riepl stated TAC was not able to reach quorum at the beginning of today's meeting as the Tom Baker room was experiencing technical difficulties. This prompted a conversation among the present members, regarding possibly amending TAC's bylaws. She explained that the bylaws state that TAC must have eight members available to provide an audible vote on action items in order to achieve a quorum. She also stated that there has been difficulty in filling the freight advisory position and another position within one of our jurisdictions. The discussion took place at the beginning of the meeting and TAC members agreed the MPO should take a look at amending the bylaws. TAC suggested the MPO could expand the definition of the freight industry or make the freight industry an optional position. She noted Daniel Nairn had mentioned other City Commissions do not recognize unfilled positions as pertaining to the quorum. Ms. Riepl stated we would include this language in our amended bylaws.

Mr. Hutchings stated that Fargo-Moorhead Metro COG does not have freight representatives for their TAC meetings; however, they do have a separate freight advisory committee. Minot and Grand Forks MPO's do not have a freight advisory member for their TAC meetings.

Mr. Schell mentioned to be sure to change the Bismarck Community Development Director to the Planning Director.

Ms. Riepl noted she would make that change.

Mr. Hutchings stated that Grand Forks MPO has BNSF Railroad as a representative for their TAC meetings.

Ms. Riepl stated staff will amend the bylaws and bring them back to TAC and Policy Board in February.

Mr. Hutchings stated that registration is now open for the upcoming North Dakota Transportation Conference on March 10th and March 11th at the Bismarck Event Center. The information can be found on NDDOT's website at dot.nd.gov. He encouraged all TAC members to register for the conference.

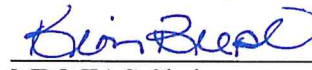
ADJOURNMENT

There being no further business, the meeting was adjourned at 10:40 a.m., with the next scheduled meeting to take place on February 17, 2026, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Building, 221 N 5th St, Bismarck.

Respectfully Submitted,


Tracy Walters
Recording Secretary

APPROVED:



MPO TAC Chair



Bis-Man Transit Board 2025 Update

- 5th year of clean audit FY2024.
- Participated in the Transportation Steering Committee.
- Testified at the State Legislature in support of SB2254. This resulted in \$384,123 in urban agency funding for state fiscal years 2026 and 2027.
- Awarded over \$1.6 million in competitive federal funds for operations and capital purchases.
- Exceed our 2025 advertising sales goal of \$95,000.
- Successfully negotiated our contract with WeDrivU, resulting in a \$4.00 an hour pay increase for our fixed-route and paratransit drivers.
- Transitioned fleet to wide-tire bik racks.
- Received four replacement paratransit buses. This included the Flex bus, which can be used for both paratransit and fixed-route services.
- In accordance with our fleet replacement plan, we have submitted orders for two replacement fixed-route buses and four replacement paratransit buses. All buses will be paid for with 85% federal grant funding.
- Revised Orange Route to provide access to CHI Hospital.
- Added four new members to the Community Transportation Input Committee.
- Provided 230,833 total trips. This was a 13.6% CAT (138,073 trips) and 2.83% Paratrasit (92,760 trips) ridership increase.

Upcoming service changes

Bis-Man Transit hosted two public comment meetings on January 13th. The purpose of these meetings was to solicit community input on the types of service changes they would like to see from Bis-Man Transit. There was strong support for the Transportation Steering Committee's recommendation to add 4 additional hours of CAT bus service, 3.5 additional hours of Sunday demand response service, and to open our Sunday service to the general public. Other comments included requests for an additional route in Mandan, questions on the number of drivers needed for the proposed service changes, the cost of the Sunday service, and whether additional buses would need to be purchased for the service expansion.

The next step in the service change process is our public hearing, scheduled for this Thursday at 10:00 at the transit facility. Comments will be compiled and presented to the board of directors for their consideration later that day. If the proposed changes are approved by the Board, the final step is approval by the Bismarck City Commission. The goal is to present the changes at the City Commission meeting on February 10th. This will allow time for recruitment and training for new drivers and staff members. Our goal is to launch the service changes on April 1st.



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