

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
MAY 18, 2026

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met May 18, 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, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan, and Kim Riepl. Will Hutchings joined the meeting while it was in progress; and the member absent was Natalie Pierce. The Mandan City Planner and the Freight Industry Representative positions are vacant.

Others present or participating via Zoom included Stephen Larson, Tracy Walters and Paulette Jacobsen, Bismarck-Mandan MPO; Kristen Sperry, FHWA; Paul Benning, WSB Engineering; Jordan Woroniecki; WSB Engineering; Scott Harmstead, SRF and Les Noehre, Bolton & Menk.

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 called for a motion to approve the Consent Agenda items.

MOTION: Mr. Schell made a motion to approve the consent agenda item. Ms. Marshik seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan and Chair Riepl voting in favor, the motion was approved.

BISMARCK FUNCTIONAL CLASS CHANGE REQUESTS

Mr. Larson stated the City of Bismarck has completed the extension of East Century Avenue and 52nd Street and approached the Bismarck-Mandan MPO in regard to these roads being functionally classified. A meeting was held in May between the BMMPO, City of Bismarck and Burleigh County in which a determination was made to withdraw the functional class request as 52nd Street is a township road designated as a local road. The City of Bismarck and Burleigh County staff agree the complexity of securing federal funding would outweigh the potential benefits at this time.

Mr. Schell added that the City of Bismarck and Burleigh County staff recognized the complexity of the rules that apply to the cities, county and townships outside of the corporate boundary. He stated the efforts behind these functional class requests were to have the map show the completed network of the roads; however, staff determined securing federal funding would not be beneficial at this time.

MOTION: Mr. Schell made a motion to withdraw the Bismarck Functional Class Change Requests. Mr. Nairn seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan and Chair Riepl voting in favor, the motion was approved.

2026 CURB MANAGEMENT STUDY (CMS) RFP

Mr. Larson stated the 2026 Curb Management Study (CMS) is in the 2026-2027 Unified Planning Work Program (UPWP) and has a budget not to exceed \$150,000 with the City of Bismarck providing the 20% local match. The goal of this study is to provide recommendations to the City of Bismarck for the efficient and responsible use of its urban curb space. Urban curb space is utilized for purposes such as bus stops, bike lanes, delivery zones, dining pickup zones and parking. The study will focus on Bismarck's downtown areas and other high activity areas within the city limits. The consultant will inventory available curb space in the study area; evaluate potential curb space uses and demand management of curb space. The goal is to provide various key recommendations for parking policies. Mr. Larson noted the recent update to the Bismarck Land Development Code and adequacy of existing parking, signage and regulations will also be studied. The RFP states there will be two public engagement opportunities in Bismarck that will encourage creativity and collect data for the study. He stated that the study will provide a creative, prioritized, multimodal range of alternatives for curb space management within the study area to assist with planning as the City of Bismarck continues to grow.

Mr. Schell stated the study area is primarily a mix of functionally classified roadways. He asked if there were restrictions that would require the area to be functionally classified in order for federal grant funds to be utilized for the Curb Management Study.

Mr. Larson replied he was not aware of any functionally classified restrictions pertaining to the study within the MPO area.

Ms. Riepl stated if the study (scope) was limited specifically to the roadways, activity would be restricted to functionally classified roads. However, this study encompasses an area, not just the roads within it, so can include local roadways in that area, as well.

MOTION: Mr. Schell made a motion to recommend approval of the 2026 Curb Management Study (CMS) RFP. Ms. Hughes seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan and Chair Riepl voting in favor, the motion was approved.

2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT

Ms. Riepl stated this amendment was required because the MPO received an increase to the overall total federal and local match amounts from federal funding authorized by the Federal Transit Administration exceeding estimated funds for 2026 by an additional \$1,030.91.

Ms. Riepl provided an overview of the changes to the 2026-2027 UPWP which included:

- The cover of the document was changed to reflect the amendment date.
- A change to the 2026 UPWP revenue table.
- An increase to the totals for the federal and local match on the revised budget table.
- An increase to the overall operations line to reflect a change in FTA funding.

Ms. Riepl stated the City of Bismarck approved their local match to be increased by \$258. She noted that staff would be looking for a motion to recommend approval of the 2026-2027 UPWP amendment.

MOTION: Mr. Nairn made a motion to recommend approval of the 2026-2027 UPWP Amendment. Mr. Wigness seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Logan Beise, Mitch Flanagan and Chair Riepl voting in favor, the motion was approved.

BASICS ACT LETTER OF SUPPORT

Ms. Riepl stated the surface transportation reauthorization is set to expire on September 30th, 2026. She noted that it was pertinent for the four North Dakota MPOs to jointly voice support for the

BASICS Act. The four ND MPO Executive Directors agree that the BASICS Act includes several benefits; however, it is subject to the amendment process and will go through several iterations before it is passed. The drafted BASICS Act letter of support identifies several outcome-based provisions within the act. She stated that pending approval by all four MO Policy Boards, the BASICS Act letter of support would be signed by the four North Dakota Policy Board Chairs and sent to Julie Fedorchak, U.S. Congress Representative for North Dakota; Kevin Cramer, United States Senator for North Dakota; and John Hoeven, Senior United States Senator for North Dakota.

Ms. Riepl gave an overview of the revised BASICS Act letter of support. She noted that the major change to the document was the language refining that “Metropolitan Planning Organizations” (MPOs) play a key role in coordinating regional transportation needs across the country. They provide the technical assistance to understand long-range transportation needs and facilitate prioritizing regional funding to address those needs based on local participation and input.

Mr. Nairn addressed an error in the BASICS Act letter of support that occurred within the TAC meeting packet.

Ms. Riepl replied that the ND MPO Executive Directors have addressed and revised that particular error and several other areas of the BASICS Act letter of support to produce a clean copy.

MOTION: Mr. Wigness made a motion to recommend approval of the BASICS Act Letter of Support. Mr. Schell seconded the motion and with Daniel Nairn, Dan Schriock, Deidre Hughes, Gabe Schell, Loretta Marshik, Jarek Wigness, John Saiki, Mitch Flanagan and Chair Riepl voting in favor, Logan Beise abstained from the vote and the motion was approved.

***SECRETARY’S NOTE:** TAC member Will Hutchings joined the meeting while it was in progress.*

2026 FRINGE AREA ROAD MASTER PLAN (FARMP) UPDATE

Mr. Mann stated the study’s progress and status of the Major Regional Corridor (MRC) network are being defined along with potential hotspot solutions among the steering committee. The team met with NDDOT staff representing both the Central Office and Bismarck district office on April 13. This discussion provided an overall explanation of the FARMP concepts and began exploring ideas of how NDDOT would be involved in major projects. He noted that subsequent updates should begin exploring draft document recommendations and they are working towards having a draft plan to share with staff in late May. Mr. Mann presented a draft plan concepts map to the Board which focuses on policy and provides a detailed review of the core network for regional connections. The draft FARMP defines the processes and details the steps of the non-Major Regional Corridor (MRC) network:

- **SITE PLAN:** Applicants submit site plans through the typical intake process and work with cities/counties
- **SYSTEM IMPACT:** Review process notes major impacts on system: new access/intersections, traffic operations, etc.
- **MITIGATION MEASURES:** Applicants work with Cities/Counties to develop mitigation approaches
- **UPDATE DATA LIBRARIES:** Cities/counties update fringe area network as built centerlines and remove planned links from network
- **PROGRAM PROJECTS:** Based on mitigation measures, City /Counties may also advance capital projects as driven by developmental impact
- **MPO AND LOCALS JOINTLY ASSESS CORRIDOR CONDITION:** Assess how developments are adding to MRC corridors and keep track of overall needs for future MTP/TIP updates

- **POLICY BOARD APPROVES WHEN A DEVELOPMENT DIFFERS FROM FARMP:** TAC acts as a reviewing body to make formal recommendations to Policy Board, who has a deciding vote.

Mr. Mann addressed how the network serves overall regional needs and how key links demonstrate importance. He noted forecasting traffic levels, based on growth in the area, will provide guidance on long-term capacity needs. An example of a potential FARMP opportunity may include 66th Street East to 71st Avenue North, which would add a bridge crossing to connect north Bismarck with a north river crossing and access to I-94.

Mr. Mann provided a map and gave an overview of how the MRC network and the typical FARMP network work together. He noted major connections to other infrastructure sets the context to ensure that development isn't placing intersections or driveway access too close to natural barriers such as water crossings. He explained different processes for all roads in the FARMP network:

- **RIGHT-OF-WAY:** Defines overall expected needs for section-line roads. Setting a standard may not be as important on internal roads (previously known as collectors), especially with prevailing development patterns
- **ACCESS:** Determines generally acceptable areas from major intersections. This will be applied primarily on MRC, but guidance can be used for all roads
- **ALIGNMENT:** Determines acceptable areas for alignment change previously identified as 'safe areas' outside of site/environmental constraints

Mr. Mann stated TAC and Policy Board will be involved in making decisions on regionally significant corridors and connections, especially if land development will lead to changes in alignment or roadway function. One idea currently being explored is that formal Policy Board approval will be needed for any amendments to the major corridor network as proposed in the FARMP. These changes could range from access locations to alignment modifications and will be documented within the FARMP to function as a long-term blueprint for other recommended projects. Any non-critical corridors may be built according to the guidance of the FARMP; however, the plan will include specific details on how non-critical roads and critical roads interface with one another and other essential components. The three major corridor types outline typical sections and access standards that are cross-regional connections, major crossing links and destinations. These will select future design conditions from regional traffic assignment, identify potential for non-forecast in new developments, and identify major utility upgrades and needs. The plan sets general spacing guidance for streets and driveways and outlines flexibility for changing these along corridors.

Mr. Schell asked what scenarios Mr. Mann would envision needing to come back to TAC and Policy Board for potential changes.

Mr. Mann replied that he would need to gather information about how the process works and discuss different scenarios with the steering committee to define the process.

Mr. Nairn asked if the recommendation of the plan would be to amend the ordinances to adjust the process of the subdivision review or if there is enough discretion in the ordinance as they are written today.

Mr. Mann replied that if a subdivision was to be greatly changed, we would need a specific plan in place. He noted that the current ordinances that are in place would suffice for most situations. The regional network was set up to intentionally focus on critical paths so it would not affect that many of the roads.

Mr. Nairn stated that the significance of the oversight body reviewing and approving major decisions makes sense. Most subdivisions ordinances include language that would give discretion for different scenarios. He suggested that reviewing the ordinances to make sure they align with potential changes would be a proactive approach.

Ms. Riepl asked if Mr. Mann would be bringing the steering committee's suggestions back to TAC and Policy Board to approve, or if their suggestions would be included in the final document.

Mr. Mann replied that if it is the wishes of the Boards, he could bring the steering committee's recommendations back to TAC and Policy Board, if not, he would include this in the final document.

Ms. Riepl stated that many of the TAC members are also on the steering committee so Mr. Mann could proceed with delivering the feedback into the study.

Mr. Larson stated the next round of public engagement is scheduled for Wednesday, May 20, at Public Works and Thursday, May 21, at the Mandan Library. Participants will engage in a role-playing activity to jointly make decisions about advancing FARMP projects and the team will present overall recommendations for the FARMP.

FY 2028 TRANSPORTATION ALTERNATIVES (TA) UPDATE

Mr. Larson stated NDDOT recently announced grant awards for FY 2028 Transportation Alternatives (TA) program. He noted that out of the four applications received, NDDOT selected the Bismarck State Street Trail Rehab project from Divide Avenue to Calgary Avenue. The Bismarck City Commission has recently accepted this project to move forward and this project will appear in the FY 2028 TIP.

Ms. Riepl congratulated the City of Bismarck for receiving funding for the State Street Trail Rehab project.

PASSENGER RAIL SERVICE UPDATE

Ms. Riepl stated the MPO held a passenger rail roundtable discussion on April 28th which included local leaders and elected officials from Beach, Dickinson, Medora, Mandan, Bismarck, Lincoln, Jamestown, Valley City and Steel. The purpose of the meeting was to present the status of the Big Sky Passenger Rail Authority (BSPRA) Corridor ID project, share information pertaining to local passenger rail readiness, and identify community needs, challenges and opportunities. The group also explored future collaboration opportunities to strategize advocacy efforts and noted it was a productive meeting.

Ms. Riepl stated that she spoke before the Local Issues Committee for the Chamber EDC on Tuesday, May 12, 2026, to present the status of passenger rail service in the MPO area and seek support of the Chamber EDC for local efforts of preparing for passenger rail to the area. The Local Issues Committee's primary concern is economic development. Ms. Riepl was invited to convene a meeting amongst the BMMPO, Chamber EDC, and the Mayors of Bismarck, Mandan and Lincoln to discuss cost analysis figures, economic challenges and opportunities for the communities along the passenger rail line.

Ms. Riepl stated the MPO's Passenger Rail Station Siting Study's deadline for proposals was Friday, May 15th. She noted the MPO received one responsive proposal. Because the MPO received fewer proposals than required by NDDOT to conduct interviews, Ms. Riepl has placed a request with NDDOT explaining the MPO's process for advertising and promoting the RFP. She noted that the RFP has a uniquely technical nature and she is waiting on NDDOT's response on moving forward with the interview or if we would need to re-advertise for additional proposals.

ROADWAY PROJECTS UPDATE

NDDOT: Mr. Beise stated they will be pouring concrete on the southeast ramp on Exit 161. Memorial Highway project is in Phase 1 and concrete will be poured on Action Drive this morning. Phase II of the Memorial Highway project has started at Mandan Avenue to the intersection. After Memorial Day, they plan to start installing the storm sewer line on 3rd Street.

City of Bismarck: Mr. Schell stated the 2026 federal aid construction project is for Jericho Road and Centennial Avenue pedestrian enhancements and rectangular rapid flash

beacon which is currently under construction. The Century Avenue and 19th Street safety project will start in June.

Burleigh County: Mr. Schriock stated they will have a few microsurfacing projects within the MPO area, however; they do not have a current schedule for these projects to start.

City of Lincoln: Ms. Marshik stated they are working on road maintenance projects, putting together models for utilities, and updating the CIP.

City of Mandan: Mr. Wigness stated they have two active projects. The first is a downtown reconstruction project on 1st Street and the underground portion of the far west section is in progress now and will be closed up shortly. The second project is their 8th Avenue and 27th Street reconstruction project which will begin next year. He noted they had a public engagement meeting last week and another is scheduled for June.

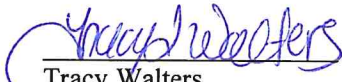
Morton County: Mr. Saiki stated that a micro surface project on County Road 139 will begin in mid to late August.

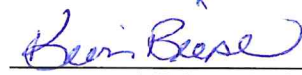
OTHER BUSINESS

ADJOURNMENT

There being no further business, the meeting was adjourned at 10:56 a.m., with the next scheduled meeting to take place on June 15, 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

Fringe Area Roads Master Plan Update

TAC and Policy Board Updates

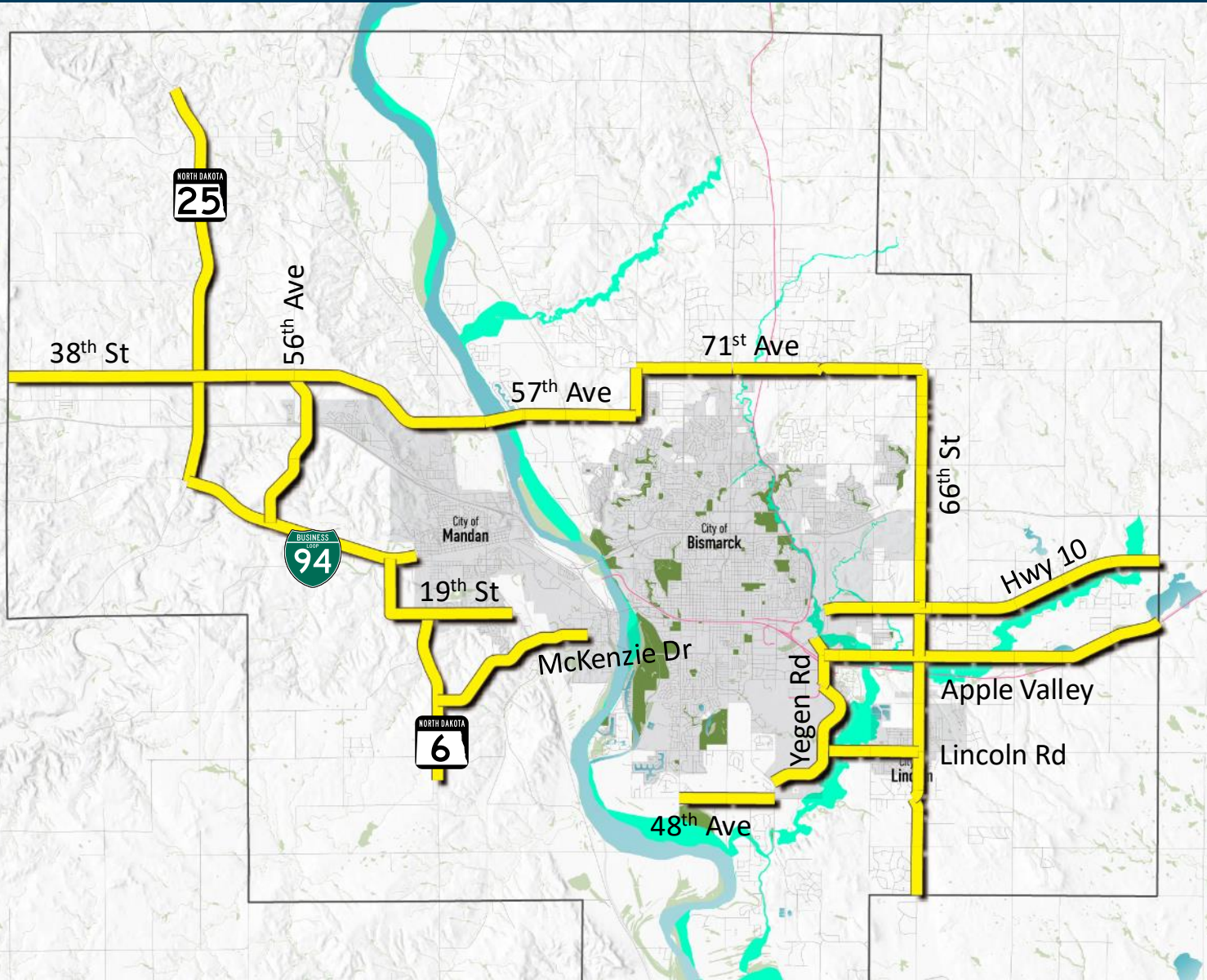
May 18-19, 2026

Major Update Items

Study Progress and Status

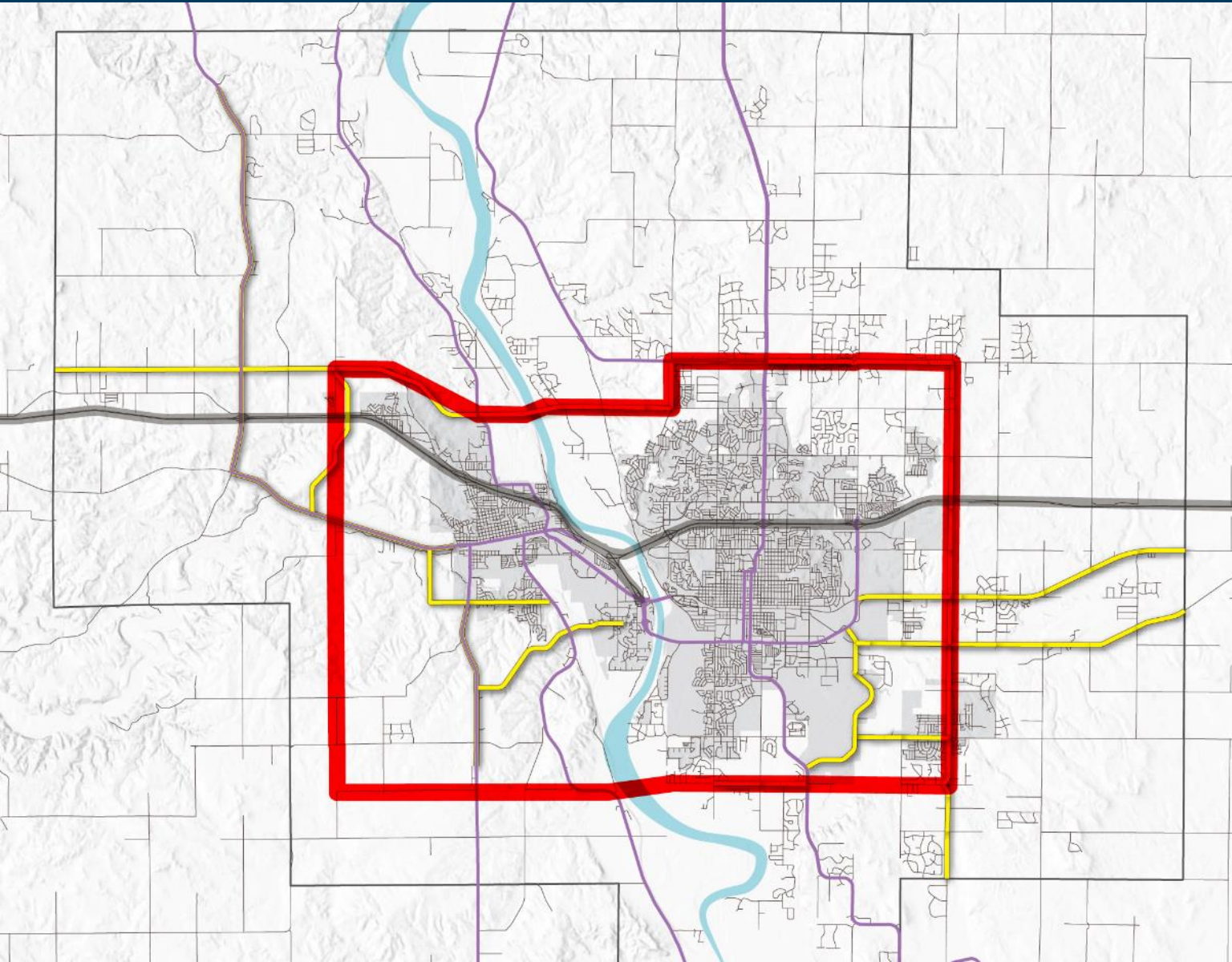
- Major Regional Corridors Network Largely Defined
- Working toward draft plan to share with staff in late May
- Subsequent updates should begin exploring draft document recommendations

Plan Concepts Previously Presented



FARMP focuses
policy and
detailed review
on a core
network for
regional
connections

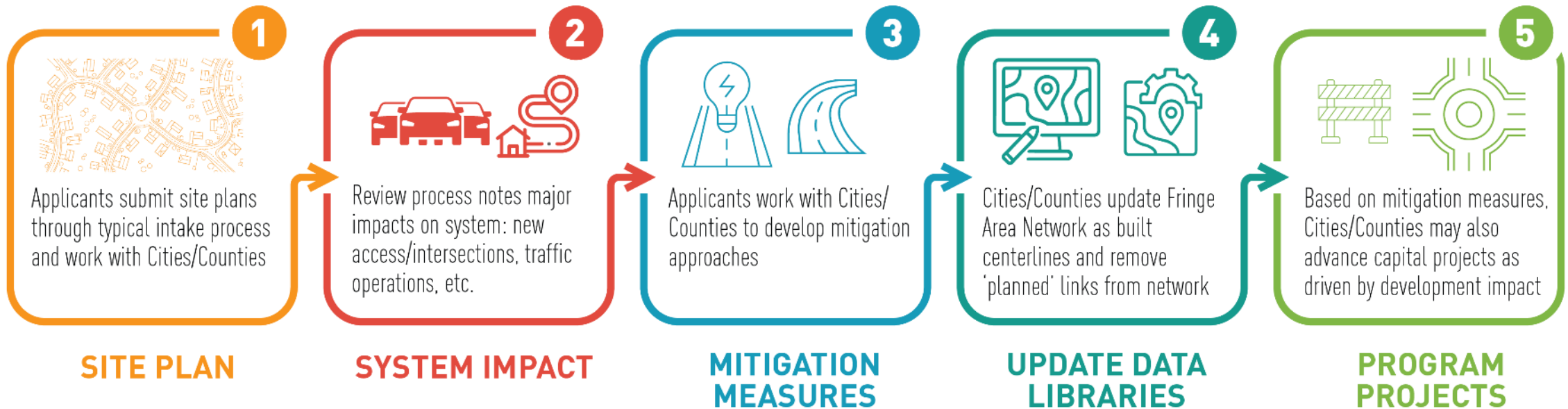
FARMP Opportunities



The MRC
incorporates
most of the
North-South
Beltway
concepts from
previous plans

The Draft FARMP: What to Capture

Define the processes: the non-MRC network



Cities and Counties

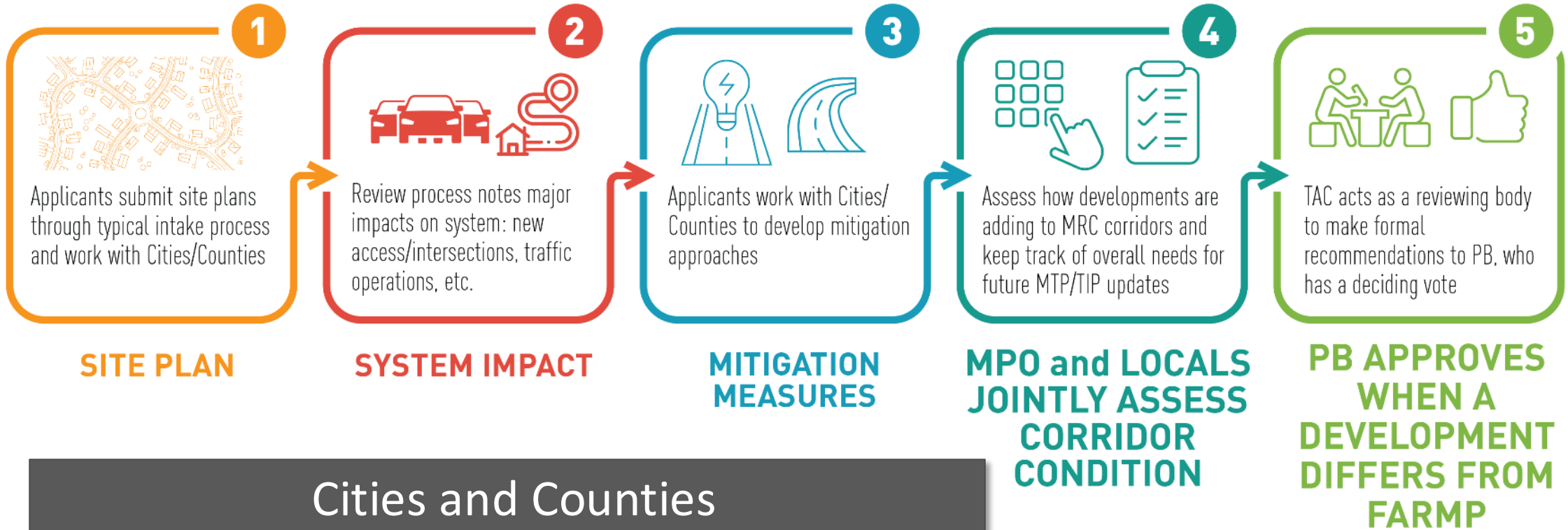
Follows FARMP Network Guidance and design best practices

Coordinate with BMMPO

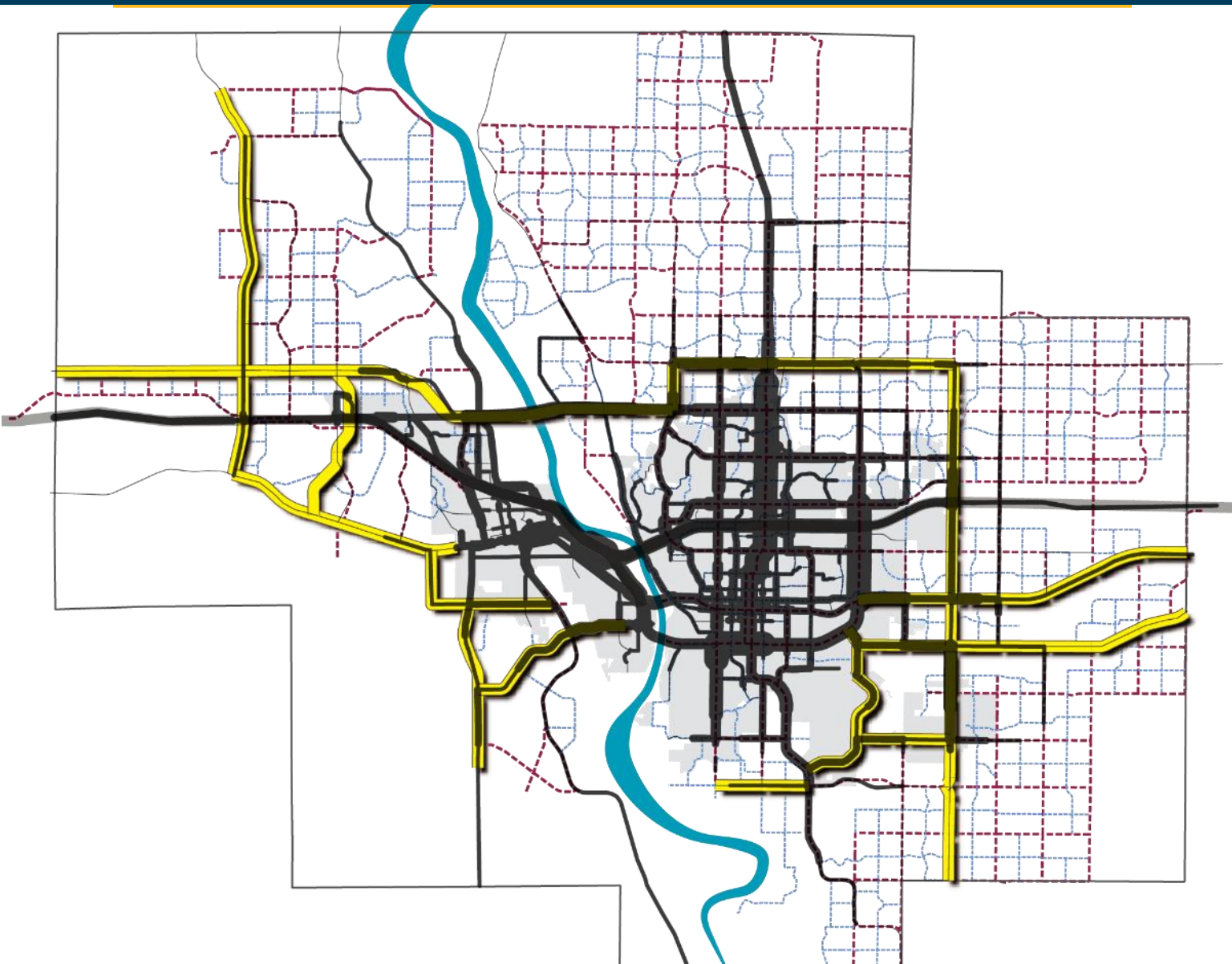
- Ensure consistency in datasets
- Seek MPO guidance and submit project candidates for MTP/TIP

The Draft FARMP: What to Capture

Define the processes: the MRC network



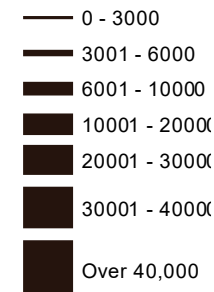
Selecting the Major Corridors



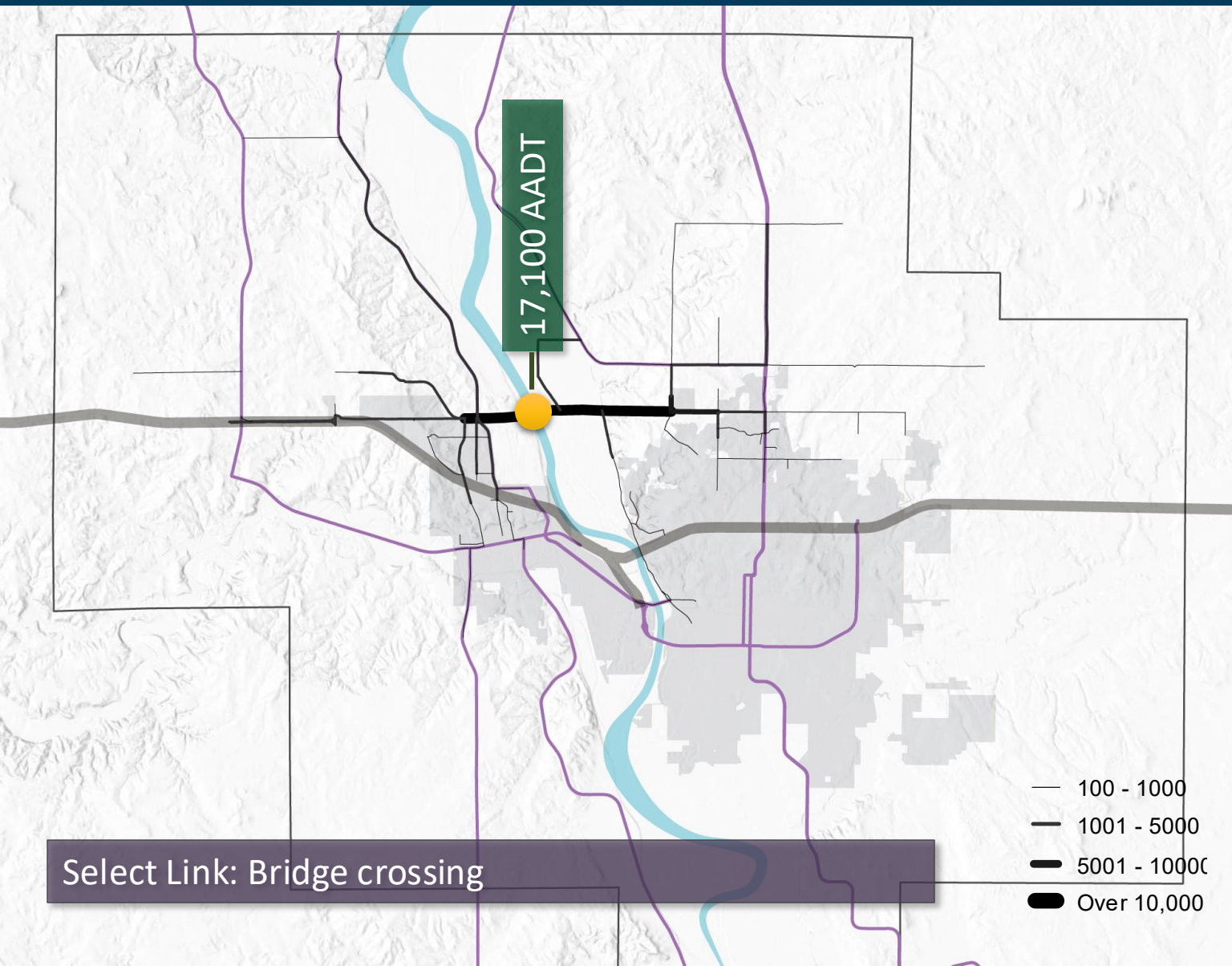
How the network serves overall regional needs can vary, but key links demonstrate importance

Forecast traffic levels, based on growth, provide guidance on long-term capacity needs

These would not all be planned for or programmed in the near term



FARMP Opportunities



66th Street East to 71st Avenue North

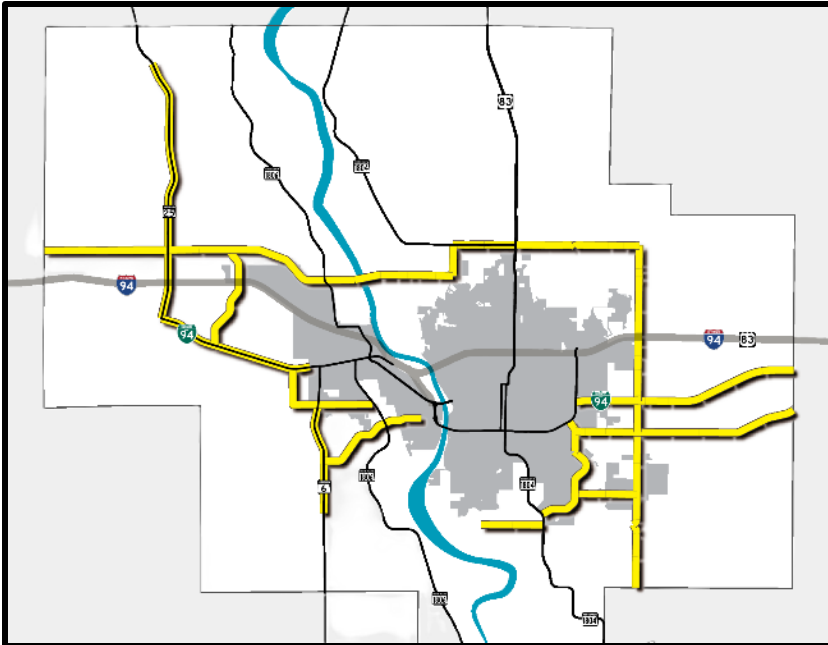
Previously identified as part of North-South Beltway alignment

Connects north Bismarck growth areas and provides regional ties with potential north river crossing and access to I-94

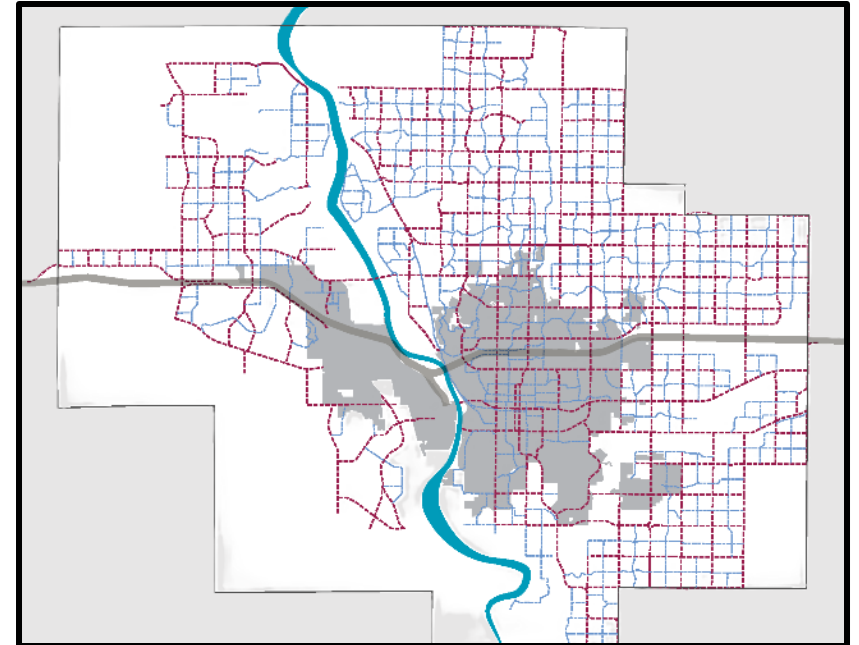
The Draft FARMP: What to Capture

When FARMIP recommendations take priority over local development review

MRC Network/MPO Review



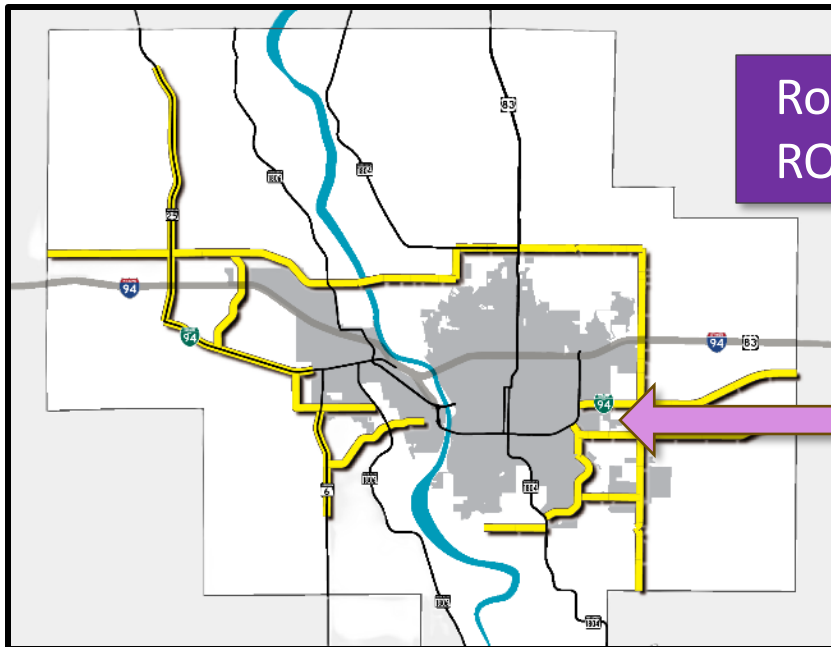
Typical FARM-P Network



The Draft FARMP: What to Capture

When FARMP recommendations take priority over local development review

MRC Network/MPO Review

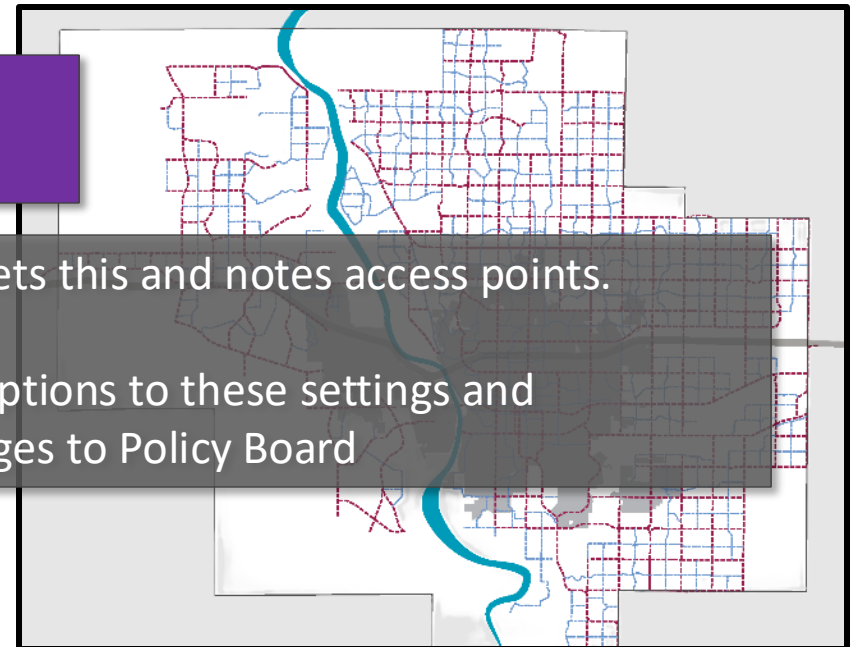


Roadway typical section and ROW dedication

For MRC, FARMP sets this and notes access points.

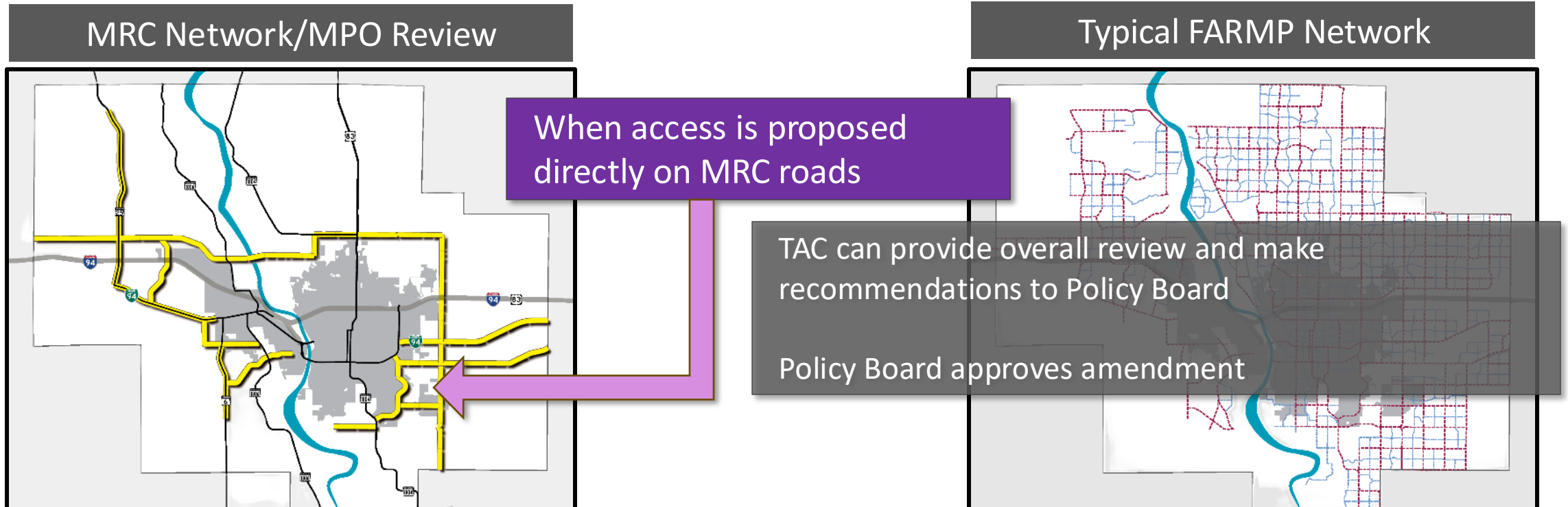
TAC considers exceptions to these settings and recommends changes to Policy Board

Typical FARMP Network



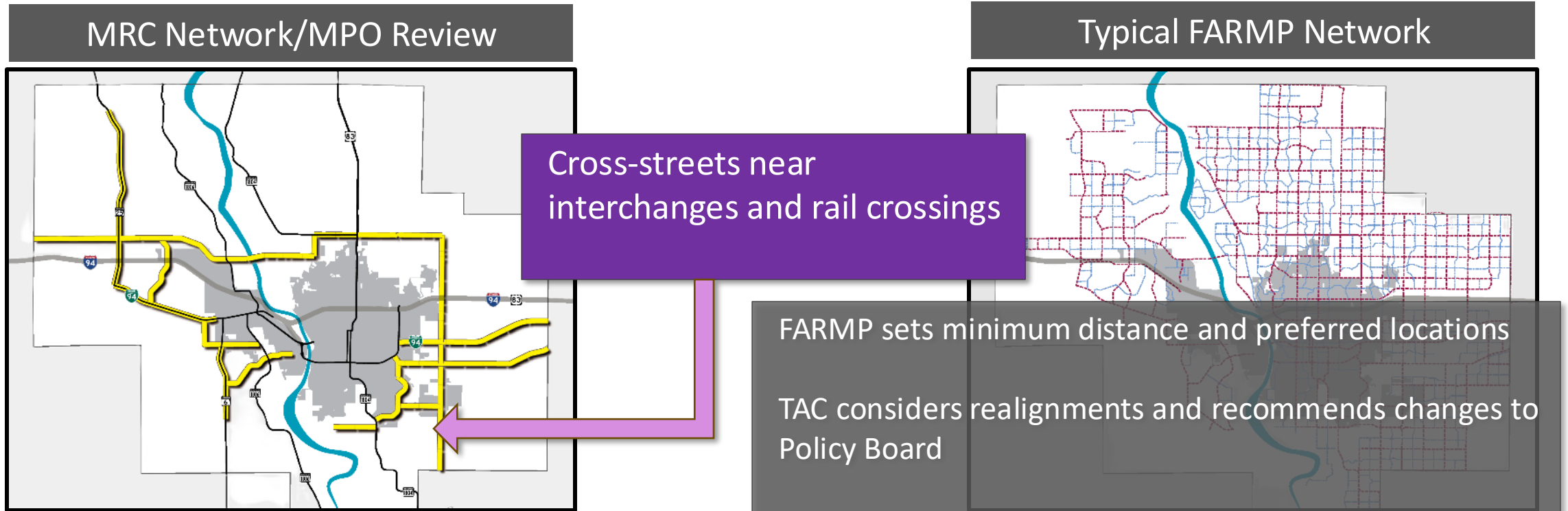
The Draft FARMP: What to Capture

When FARMP recommendations take priority over local development review



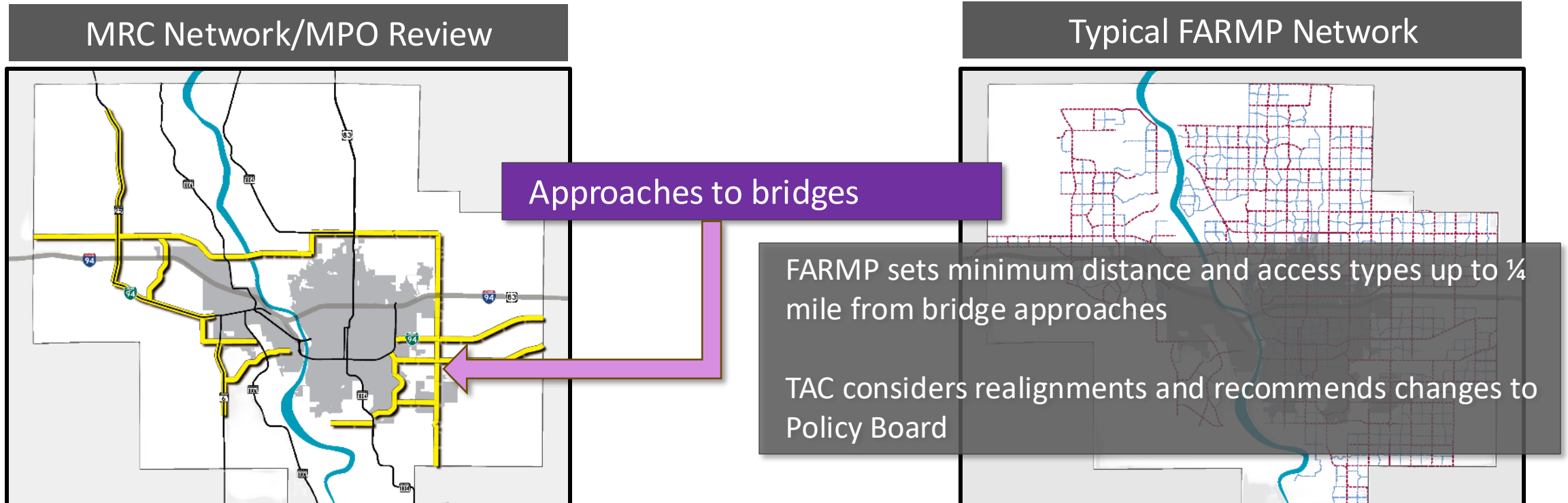
The Draft FARMP: What to Capture

When FARMP recommendations take priority over local development review



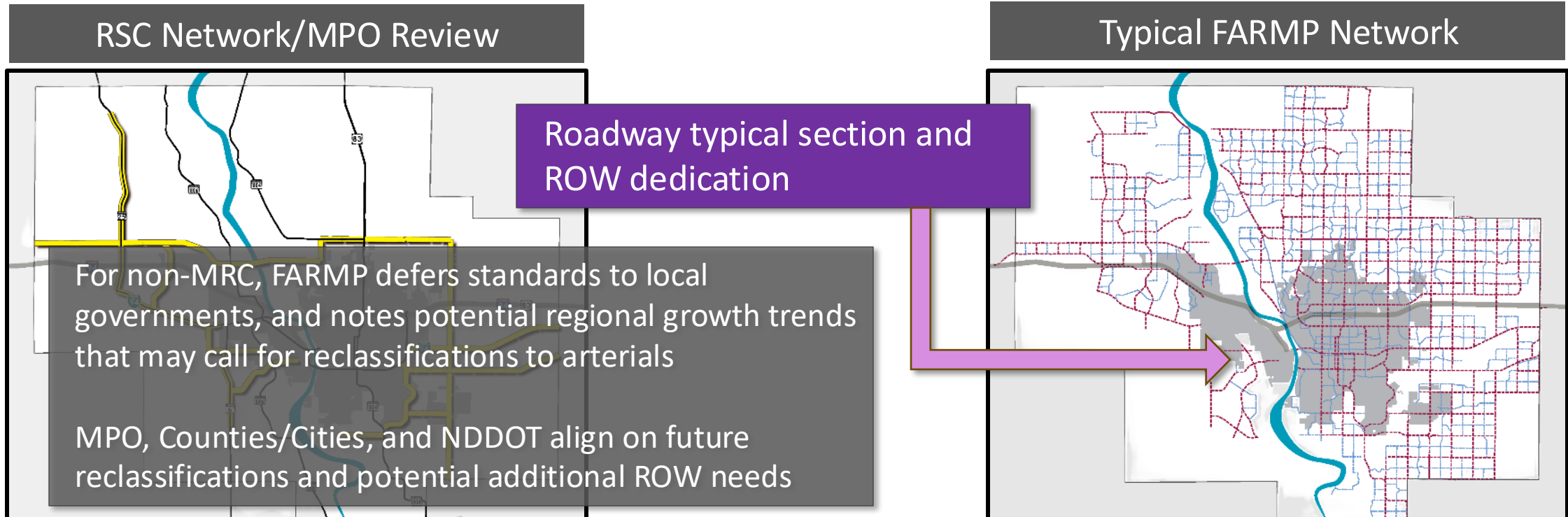
The Draft FARMP: What to Capture

When FARMP recommendations take priority over local development review



The Draft FARMP: What to Capture

When FARMP recommendations take priority over local development review



The Draft FARMP: Implementation Process

For all roads in the FARMP Network

R.O.W. DEFINITIONS

RIGHT-OF-WAY: define overall expected needs for section-line roads
Setting a standard may not be as important on internal roads (previously known as collectors), especially with prevailing development patterns

ACCESS ALLOWANCE

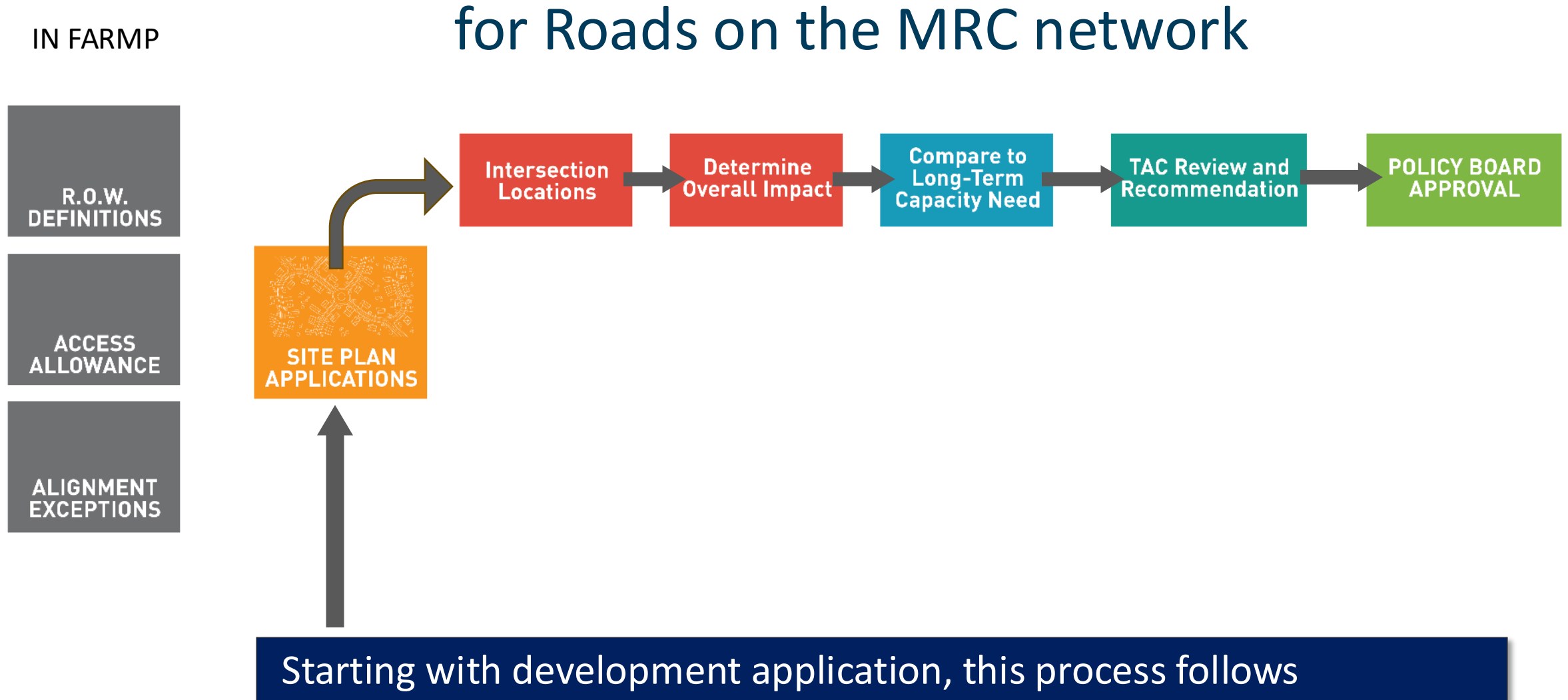
ACCESS: determine generally acceptable areas from major intersections
Will be applied primarily on MRC, but guidance can be used for all roads

ALIGNMENT EXCEPTIONS

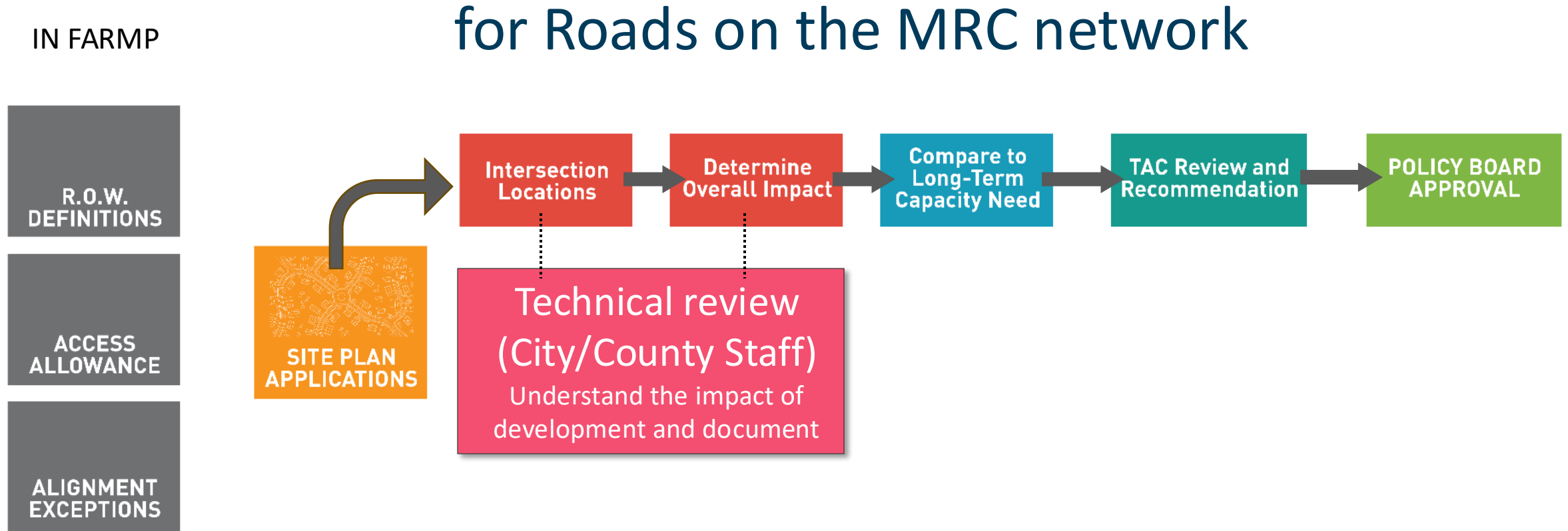
ALIGNMENT: determine acceptable areas for alignment change
Previously-identified 'safe areas' outside of site/environmental constraints

FARMP will have defined these parameters

The Draft FARMP: Implementation Process

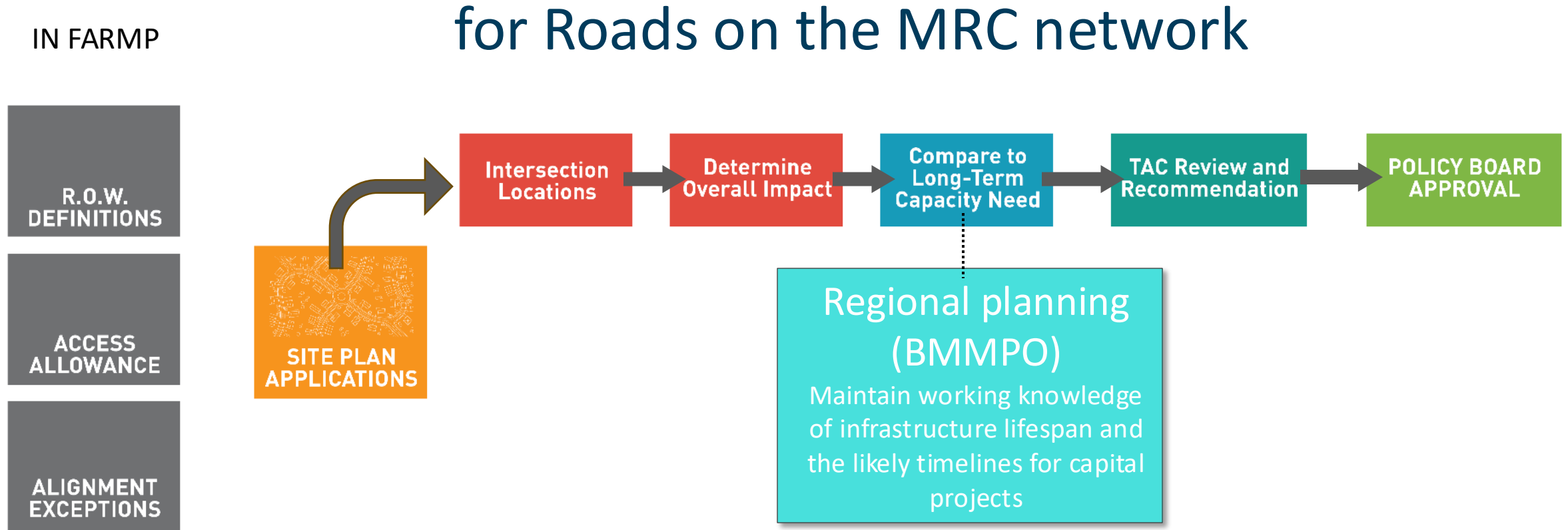


The Draft FARMP: Implementation Process



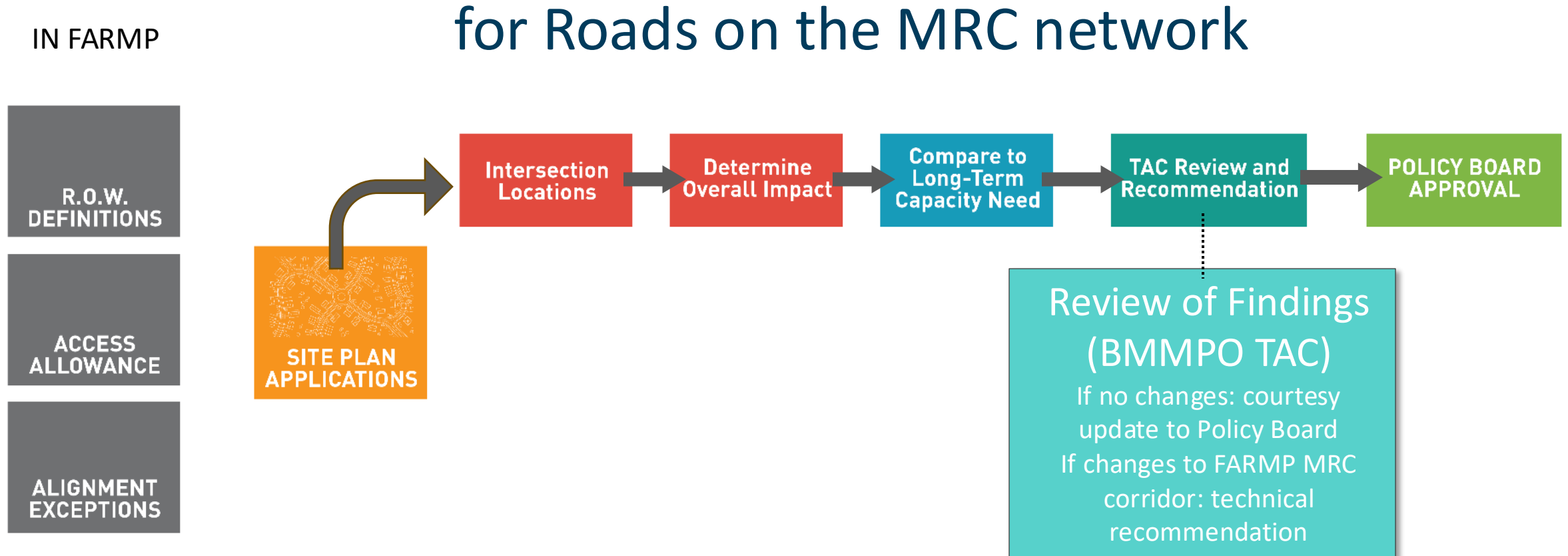
Starting with development application, this process follows

The Draft FARMP: Implementation Process



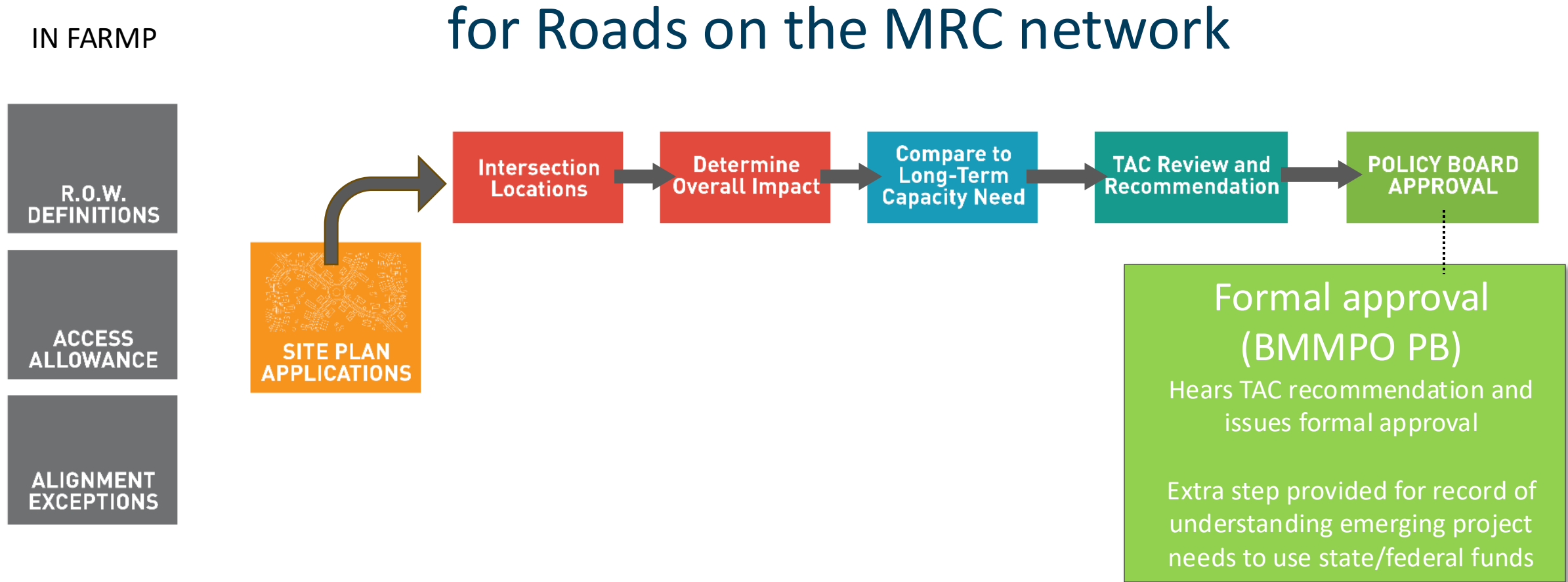
Starting with development application, this process follows

The Draft FARMP: Implementation Process



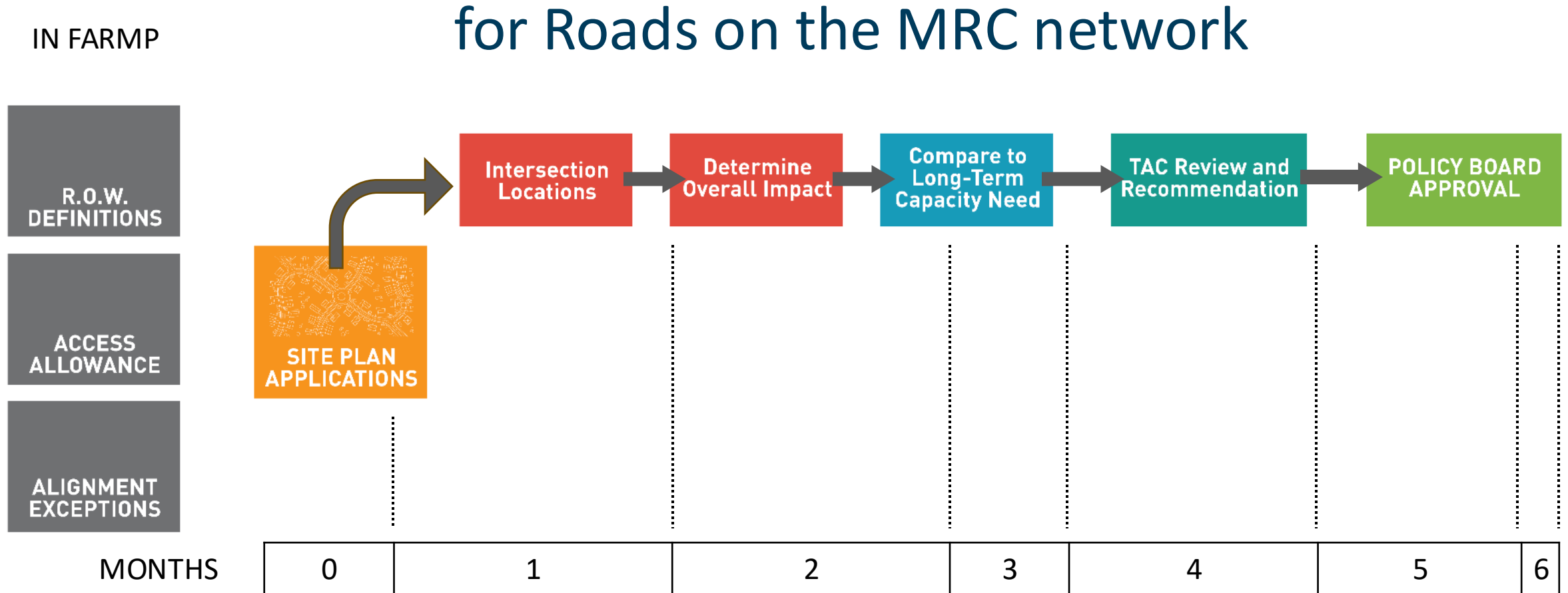
Starting with development application, this process follows

The Draft FARMP: Implementation Process



Starting with development application, this process follows

The Draft FARMP: Implementation Process

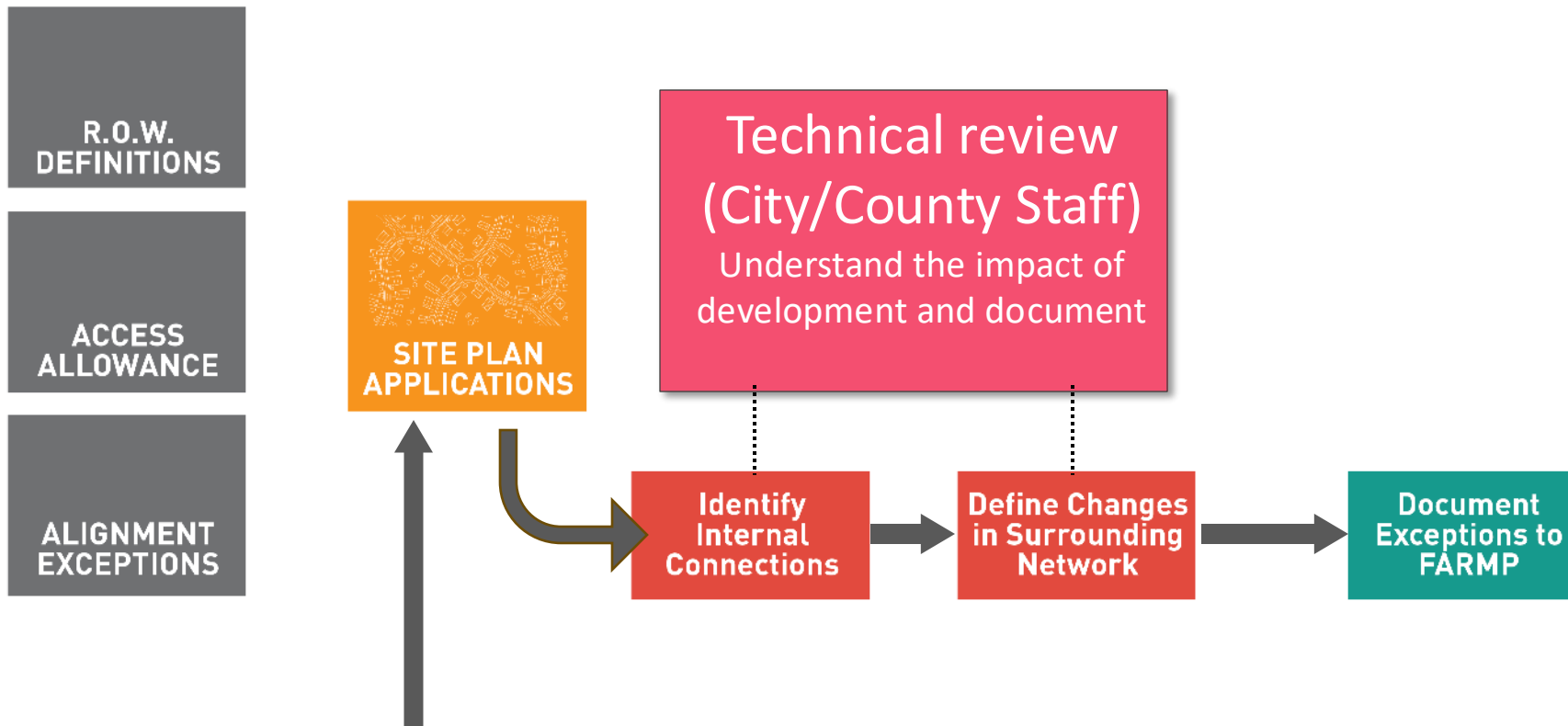


What does this look like timing-wise?

The Draft FARMF: Implementation Process

for Roads NOT on the MRC network

IN FARMF

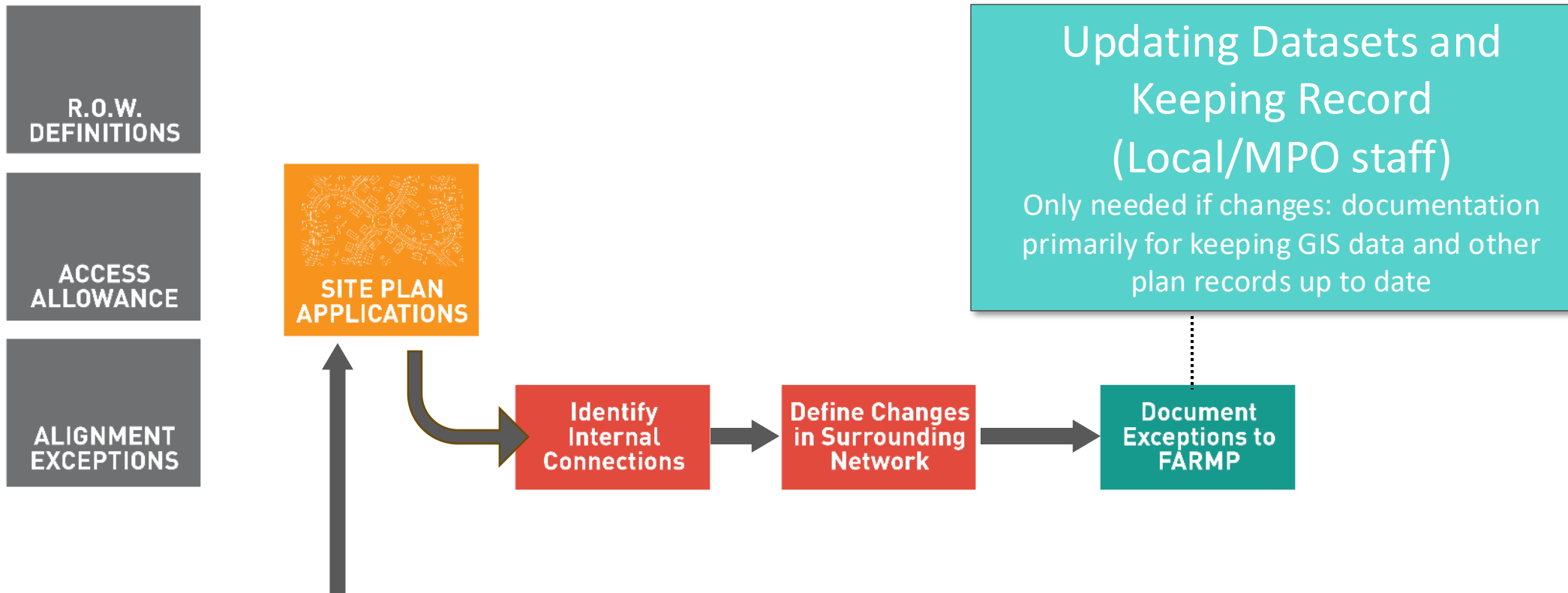


Starting with development application, this process follows

The Draft FARMP: Implementation Process

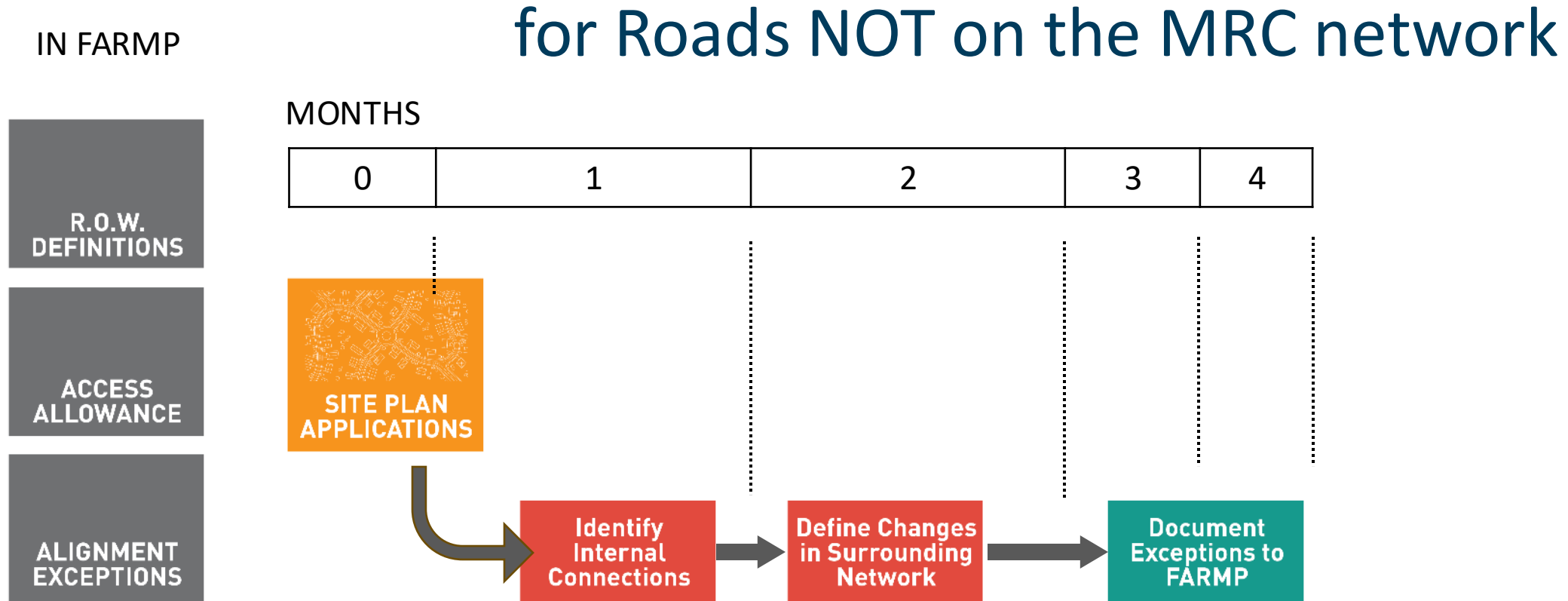
for Roads NOT on the MRC network

IN FARMP



Starting with development application, this process follows

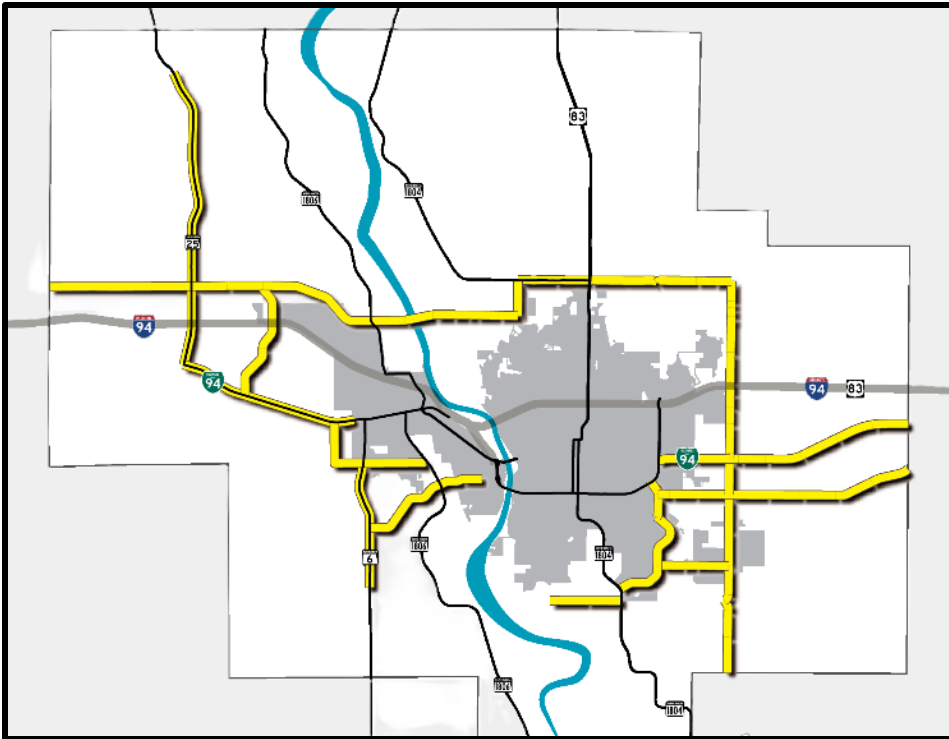
The Draft FARMP: Implementation Process



What does this look like timing-wise?

The Draft FARMP: What to Capture

Define the processes: the MRC network



Define a Major Corridor Type

- Current proposal is for three types: cross-regional connections, major crossing links, and destinations
- Plan will outline typical section and access standards

Outline Significant Infrastructure Needs

- Select future design conditions from regional traffic assignment
- Identify potential for non-forecast new development
- Identify major utility upgrades and needs

Establish Controls for Development Decisions

- Plan sets general spacing guidance for streets and driveways
- Outlines flexibility for changing these along these corridors

June Updates

Transportation Hotspots

- More detailed concepts to discuss, along with potential implications

Deliverables / Recommendations

- A more formal presentation of process and what the TAC and Policy Board would be expected to do in taking action/adoption

Fringe Area Roads Master Plan Update

TAC and Policy Board Updates

May 18-19, 2026