

TO: Bismarck-Mandan Metropolitan Planning Organization Policy Board

FROM: Rachel Drewlow, MPO Executive Director

DATE: June 7, 2021

RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, June 15, 2021, at 1:30 PM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Office Building at 221 N. 5th Street, Bismarck, ND. The agenda is outlined below.

The City of Bismarck is encouraging citizens to provide their comments for public hearing items on the Bismarck-Mandan Metropolitan Planning Organization Policy Board agenda via email to mpo@bismarcknd.gov. Please include which item number your comment references. It will be sent to the members, as well as placed with the minutes. To ensure your comments are received prior to the meeting, please submit them by 5:00 pm 1 business day prior to the meeting. If you would like to participate via video or audio link for a 3-5 minute comment on a regular agenda public hearing item, please provide your name, agenda item and e-mail address to the above e-mail at least 3 days before the meeting.

Many of the 5 (five) Policy Board members will attend this meeting remotely. **Policy Board members and those presenting at the meeting will receive ZOOM invites approximately 1 business day prior to the meeting. Individuals wishing to participate via ZOOM should email contact information to mpo@bismarcknd.gov at least 3 days in advance of the meeting to receive a meeting invite tailored uniquely to them.**

As always, live meeting coverage is available on Government Access Channels 2 & 602HD, Radio Access at 102.5 FM Radio, or stream FreeTv.org and RadioAccess.org. Agenda items can be found online at MPO Technical Advisory Committee.

AGENDA

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2. CONSIDERATION OF RECREATIONAL TRAILS PROGRAM (RTP) APPLICATIONS – Kim Riepl, MPO
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 Bismarck Hay Creek Trail Renovation (Exhibit B) 53
 Bismarck South Washington Trail Connection (Exhibit C) 69
 Bismarck Trailhead System Improvements (Exhibit D) 83
ACTION ITEM: RTP Applications
3. 2021-2024 TIP ADMINISTRATIVE MODIFICATION – Rachel Drewlow, MPO
 TIP Administrative Modification (Exhibit E). 99
4. ARRIVE 2045 MTP ADMINISTRATIVE MODIFICATION – Rachel Drewlow, MPO
 MTP Administrative Modification (Exhibit F). 105

5. GRANT SOLICITATION SCHEDULE FOR 2022 – Rachel Drewlow, MPO Grant Solicitation Schedule for 2022 (Exhibit G)	107
6. BSPRA PRESENTATION – Dave Strohmaier, BSPRA Chair, Jason Stuart, BSPRA Vice Chair, & Jerry McDonald, BSPRA Treasurer Presentation Overview (Exhibit H) Answers to MPO questions (Exhibit I) Greater Northwest background and policy request (Exhibit J) Greater Northwest Working Group enabling legislation (Exhibit K)	109 123 125 127
7. MPO STAFF INTRODUCTION – Rachel Drewlow, MPO	
8. OTHER BUSINESS Web-based map showing the most common causes of traffic accidents by state: https://d1u7daj727sadb.cloudfront.net/maps/aarp/LeadingCauseOfCrashes.html	
9. ADJOURNMENT	

Next scheduled Policy Board meeting is on 7/20/2021. Please call 701-355-1852 with questions.

Any individual requiring special accommodations to allow access or participation at the meeting is asked to notify ADA Coordinator, Bismarck-Mandan MPO, PO Box 5503, Bismarck, ND 58506-5503 or complete and submit the Request for Reasonable Accommodations form at <http://www.bismarcknd.gov/DocumentCenter/View/23201> at least five (5) days prior to the meeting.

PROJECTS UPDATE

<u>Project</u>	<u>% Complete</u>	<u>Contracted Completion Date</u>
Intersection Analysis Study	100	01/31/2021
2020 Ortho/Topo Mapping Project	100	11/30/2020
2020 Pavement Conditions & Analysis Report	100	4/30/2021

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	RSP: Regionally Significant Project
FHWA: Federal Highway Administration	TDM: Travel Demand Model
FTA: Federal Transit Administration	TIP: Transportation Improvement Plan
MTP: Metropolitan Transportation Plan	UPWP: Unified Planning Work Program

A full list of common MPO acronyms will be provided online in the future.

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
MAY 18, 2021**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on May 18, 2021, at 1:30 p.m. in the Tom Baker Meeting Room, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Chairman Gerarld Wise presided.

Members present or participating via Zoom were Gerarld Wise, Andy Zachmeier, Steve Bakken, Kathleen Jones, and Tim Helbling.

Others present or attending via Zoom were Rachel Drewlow and Kim Riepl of the Bismarck-Mandan MPO.

CALL TO ORDER

Chair Wise called the May 18, 2021 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

MINUTES

Chair Wise called for a motion to approve the minutes of the April 20, 2021 Regular Meeting of the Policy Board.

MOTION: Mr. Zachmeier made a motion to approve the minutes of the Regular Meeting. Tim Helbling seconded the motion and with Tim Helbling, Steve Bakken, Kathleen Jones, Andy Zachmeier, and Chair Wise voting in favor, the minutes of the April 20, 2021 Regular Meeting were approved.

**2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENTS**

Ms. Drewlow stated the meeting packet contained two amendments (Exhibit A) to the 2021-2024 TIP, both of which were presented for public comment for the required period (with no comment received) and were also presented for as a public hearing at the May 17 TAC meeting (again with no comment received). Ms. Drewlow said TAC did move for approval of these amendments. She then provided more details about these amendments for the benefit of the board and the public.

She indicated the first amendment (project number 21.4.02) concerned a Mandan project funded through the Urban Grant Program. The project was for reconstruction of downtown streets in Mandan, including 1st Avenue NW between 5th Street NW and Collins, and the adjoining streets. However, due to unforeseen cost overages, the City of Mandan has had to return the grant funding for the project. Therefore, the project needs to be removed from the TIP. Ms. Drewlow noted that since the project was in the TIP, if funding were to be available in the future for it, the MPO would support considering its reinstatement.

The second and final amendment concerned the movement of a project led by the North Dakota Department of Transportation (NDDOT) for the replacement of the structure of the 80th Street overpass (on I-94). The project is being moved from 2024 to 2021, due to the overpass having recently sustained damage. Ms. Drewlow mentioned the amendment also accounts for a slight cost increase associated with the project. Mr. Bakken asked Ms. Drewlow about the reason behind these cost increases, and she stated she did not know the exact reason, but that such changes are common when a project moves closer to construction. Mr. Bakken noted the changes are minor and thanked her for the information.

MOTION: Kathleen Jones made a motion to approve the amendments to the 2021-2024 TIP as presented. Steve Bakken seconded the motion, and with Tim Helbling, Andy Zachmeier, Kathleen Jones, Steve Bakken, and Chair Wise voting in favor, the motion was approved.

REGIONALLY SIGNIFICANT PROJECTS (RSP) DEFINITION

Ms. Drewlow said she has mentioned this issue at several meetings over the past few months, as the Federal Highway Administration has requested that both NDDOT and the state MPOs revise and clarify their RSP definitions going forward. Ms. Drewlow presented for the board two definitions, one that was adopted by NDDOT, and a revised version of the NDDOT definition put forward by North Dakota's MPO directors. Ms. Drewlow indicated that this latter definition, after discussion with jurisdictional engineers and MPO staff, is the definition the Bismarck-Mandan MPO believes will work well for our jurisdiction. TAC recommended moving forward with this definition, with a slight change in wording, and this definition would be included in future TIPs. Ms. Drewlow also mentioned this definition can be changed in the future if there were any issues. The final definition, as presented, is cited below.

A Regionally Significant Project (RSP) is defined as follows:

1. A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or
2. Creating new roadways on new right-of-way, both funded with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or
3. Creating a new transit building on a newly purchased real estate.

MOTION: Mr. Bakken made a motion to adopt the RSP definition as presented. Ms. Jones seconded the motion and with Tim Helbling, Steve Bakken, Andy Zachmeier, Kathleen Jones, and Chair Wise voting in favor, the motion was approved.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) 2021 UPDATE

Mohammad Smadi from ATAC/NDSU was unable to be in attendance, so Kim Riepl presented this item to the board.

ITS revolves around types of technology that are used within and on the roadways to create or enhance a safe and efficient system. The ITS-RA (RA for Regional Architecture) addresses needs specific to the Bismarck-Mandan MPO area, and Ms. Riepl stated that the ITS-RA process underway this year for Bismarck-Mandan is going well so far. An up-to-date Regional Architecture is necessary to secure federal funds for ITS projects.

The current RA for Bismarck-Mandan includes five user service packages: data management, emergency management, construction and maintenance management, public transportation management, and traffic management. Up to twenty user service packages are available, but the MPO only uses packages specific to local needs in the RA.

Mohammad Smadi has been leading the update effort for the RA. A number of local stakeholders, including staff from the Bismarck-Mandan MPO, formed working groups to assist with this process, which included evaluating both present and future utilization of the ITS-RA service packages. Some new service packages for RA are being offered at the national level, so the working groups reviewed them to see if they would be beneficial to our local MPO area. Ms. Riepl indicated that the information compiled by the working groups will be entered into the architecture database to enable sharing of information with local stakeholders as the ITS update moves forward.

She also indicated that Mohammad Smadi will be leaving ATAC in June, but ATAC has a continuation plan in place, and it is anticipated that the update to our RA will still be completed on time and by the end of this calendar year. Brad Wentz from ATAC will facilitate this, and the staffing changes at ATAC will not require a contract amendment.

MPO STAFF INTRODUCTION

Ms. Drewlow indicated the MPO hired Stephen Larson to fill the Transportation Specialist position, and his start date was May 5. Due to unforeseen circumstances he was unable to be in attendance but it is anticipated he will be able to introduce himself at the next Policy Board meeting.

OTHER BUSINESS

Big Sky Passenger Rail Authority (BSPRA) Discussion

Ms. Drewlow explained that the MPO received information about a presentation concerning BSPRA given to the Morton County Commission last week. BSPRA is a group attempting to reestablish a passenger rail line that would travel across the southern portion of North Dakota and Montana, and on towards the West Coast. Commissioner Zachmeier was the person who requested that this item be added to the meeting. Ms. Drewlow mentioned that this item was also discussed at the TAC meeting yesterday, and she said TAC members were interested and possibly excited about the opportunity. However, she also said concern was expressed about the fact that BSPRA has not yet connected with BNSF Railroad to coordinate possible travel times for this potential passenger rail, since any passenger rail would have to share the lines with BNSF's freight trains. The BSPRA handout given to the Morton County Commission at their meeting

was included in the packet given to Policy Board members.

Mr. Zachmeier proceeded to give more details about the information provided at the Morton County Commission presentation. BSPRA is interested in bringing back the Amtrak passenger service (formerly known as the Hiawatha Line) that used to run through southern North Dakota. President Biden has been a supporter of passenger train services, and so various federal funding sources may be available for this proposal. Commissioner Strohmeier of Montana requested the Mandan County Commission write a letter of support for bringing back the Hiawatha Line to Amtrak. The line would enter North Dakota at Fargo and follow the usual I-94 route through Valley City, Jamestown, Bismarck-Mandan, Dickinson, and exit North Dakota at Beach and continue through Montana.

Mr. Zachmeier mentioned that the Montana commissioners were talking about how this passenger line would increase tourism and also how the Empire Builder passenger line running through the north part of North Dakota generates an estimated 30 million dollars a year for the state. They believe bringing the Hiawatha Line back could have a similar impact. They also believe the depot for this new line would be best situated in Mandan. Mr. Zachmeier commented that the possible economic impact of this proposal on Mandan or the Bismarck-Mandan MPO jurisdiction was not a significant part of the presentation. It is his opinion that the presentation to the Morton County Commission was primarily focused on how this new line would increase tourism to Montana, and he believes if tourism for North Dakota is a concern, any proposed passenger line would have to stop in Medora. Also Mr. Zachmeier indicated he is concerned about how many stops a passenger line could make in North Dakota, for how long a time, and at what time, since that would significantly impact potential state tourism. He mentioned that the passenger line in service a number of years ago came in at very odd hours, and he didn't see a significant amount of people utilizing the service. He mentioned again that the BSPRA presentation was very Montana focused in his opinion, even though they will need North Dakota assistance to complete the project.

Mr. Zachmeier said one of the other Morton County Commissioners pointed out that a new passenger line would need permission from the North Dakota Public Service Commission to compete, since they manage railroad traffic for the state. Mr. Zachmeier concluded by saying that the Morton County Commission determined to send the BSPRA request to the Bismarck-Mandan Chamber and to Policy Board for further study, and that their position on writing letters of recommendation for the new passenger line would depend on the recommendations of Policy Board and the Chamber.

Chair Wise asked why the old Hiawatha Line was discontinued, and Mr. Bakken said it was because the federal government gave up priority for passenger service to freight service, which led to the decline of Amtrak and passenger service, and it was determined that the old line through North Dakota and other rural states was no longer needed.

There was further discussion amongst the Board. Mr. Bakken expressed that he would be supportive of the idea of passenger rail service returning to Bismarck-Mandan, but there are a number of logistical questions and concerns to be answered before that would be possible, especially relating to tourism, federal funding (are the funds for high-speed rail travel, tourism, or both), and the exact purpose/focus of the new passenger rail. Chair Wise and Mr. Zachmeier expressed similar questions, and Mr. Zachmeier reiterated

that the Morton County Commission wants the feedback of the Policy Board and the Bismarck-Mandan Chamber before they take up this issue again at their meeting towards the end of June. Mr. Zachmeier stated if his support was based solely on the presentation given to the Morton County Commission, he would not be in favor of the proposal, since he doesn't want North Dakota interests to be overlooked and believes the proposal is currently very Montana focused.

Mr. Bakken stated Policy Board should reach out to North Dakota Tourism and to NDDOT before a decision is reached on this proposal, and Ms. Jones agreed with this. Ms. Drewlow was asked if these questions/issues were something the Bismarck-Mandan MPO would be positioned to pursue. Ms. Drewlow stated her understanding is that the BSPRA is still in its infancy (it was started last year) and is still in the process of attempting to collect political support from all levels of government along the proposed rail route. She does not think it is currently in the MPO's best interest to chase down these questions. She believes once BSPRA has adequate support they will escalate conversations with higher levels of government about the logistical details of the line, including tourism and timing. Ms. Drewlow proposed instead that if Policy Board has questions about how this line may roll out, the Board should invite someone from BSPRA to make a presentation to the Board at the next meeting. Ms. Drewlow indicated she could also pass on the Board's questions to BSPRA for their presentation. Board members agreed to Ms. Drewlow's suggestion, and she will reach out to BSPRA.

ADJOURNMENT

There being no further business, Chair Wise declared the meeting adjourned at 2:09 p.m.

The next scheduled meeting will take place June 15, 2021, at 1:30 p.m. in the Tom Baker Meeting Room in the City/County Office Building, 221 N. 5th Street, Bismarck, ND.

Respectfully submitted,

Stephen Larson
Recording Secretary

APPROVED:

MPO Policy Board Chair

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Submitted Applications

List of all current submitted applications

[Application Preview](#) [Alert History](#) [Map](#)

Application Details

? Ask a Question

 Edit Application

✕ Withdraw

12064 - 2021 Lincoln Park District RTP Application

Application Details

Funding Opportunity: 4140-RTP - FY22 Recreational Trail Program Application
Funding Opportunity Due Date: May 31, 2021 5:00 PM
Program Area: Recreational Trails Program
Status: Editing
Stage: Final Application

Initial Submit Date:
Initially Submitted By:
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Name: Salutation Nicholas Middle Name Couture
First Name Last Name
Title: Lincoln Park District President
Email*: lincolnndparks@gmail.com
Address*: 32 McDougall Dr

Lincoln North Dakota 58504
City State/Province Postal Code/Zip
Phone*: 701-391-5656 Ext.



Phone
###-###-####

Fax: ###-###-####

Organization Information

Name*: Lincoln Park District

Organization Type*: Municipal Government

Tax Id: 45-0412885

Organization Website: https://lincoln-park-district.org/

Address*: 32 McDougall Dr

Lincoln North Dakota 58504-____

City State/Province Postal Code/Zip

Phone*: 701-391-5656 Ext.
###-###-####

Fax: ###-###-####

SAM.gov Entity ID:

SAM.gov Name:

SAM.gov Entity ID Expiration Date:

Applicant Information

Applicant Information

Applicant Legal Name*: Lincoln Park District

Applicant Type*: Park District

Employer/Taxpayer Identification Number (EIN/TIN)*: 450412885

Organizational DUNS*: 54838716

Street Address*: 32 McDougall Drive
Address Line 1
Address Line 2
Lincoln North Dakota
City State

Please enter the 9-digit Zip Code. To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code*: 58504-____
9-digit Zip Code (Example: #####-####)

Is the mailing address different from the street address?

Mailing Address*: No

Mailing Address: Address Line 1

Address Line 2

City State

To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code: 9-digit Zip Code (Example: #####-####)

Name and contact information of person to be contacted on matters involving this application:

Contact Person*: Nicholas Couture
First Name Last Name
President Lincoln Park District
Title Organization
701-391-5656 lincolndparks@gmail.com
Phone Number Email Address

Is the Reimbursement Contact the same as the Contact Person listed above?

Reimbursement Contact*: No

Reimbursement Contact Information:

Reimbursement Contact: Keli Berglund
First Name Last Name
Treasurer Lincoln Park District
Title Organization

Mailing Address: 32 McDougall Drive

Address Line 1

Address Line 2

Lincoln North Dakota

City State

To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code: 58504-____

Please enter the 9-digit Zip Code.

701-202-2228 lincolndparks@gmail.com

Phone Number Email Address

All Project Sponsors must have an established Title VI Program in order to receive RTP funding. If a Project Sponsor does not have an established Title VI Program at the time of application, one may be established in the months following application submission and the Sponsor can still be eligible for RTP funding. In order to establish a Title VI Program, find more information by clicking on the Title VI tab at NDPRD's website at: NDPRD. Once the Project Sponsor has established a Title VI Program, a completed manual must be submitted to NDPRD. After NDPRD approves the program, a Grant Award Agreement can be issued.

Is the Applicant Title VI Compliant?* Yes

Evidence of Compliance Attachment:

OR

Evidence of Compliance Website

Link(s):

https://lincoln-park-district.org/?page_id=426

Project Description

Project Information

Title of Applicant's Project*:

Lincoln Shared Use Path - 66th St Extension Phase I

Description of Project*:



Description of Project :

This project will construct a new 10' bituminous path connecting to the existing path on the northwest corner of Lincoln Road and 66th St, and travel north along the west side of 66th St approximately 1500 LF up to the existing crosswalk at Dolan Drive. The project is a extension of the path system in Lincoln, one such segment is being constructed at this time under the RTP grant program. The project is now in Phase I of the north extension along 66th St.

*Recipients have 18 months to complete the project.

Estimated Start Date and End Date*: 05/02/2022 07/29/2022
Start Date End Date

Location

Project Address (if available): Project will run parallel to 66th St on the west side between Lincoln Road and Dolan Drive

Project City/Town*: Lincoln, ND

County*: Burleigh

Latitude

(degrees, minutes, seconds): Ex. 46d78m56.9s

Longitude

(degrees, minutes, seconds): Ex. 100d62m21.7s

Latitude and Longitude*: 46d45m56.5s 100d41m23.3s
Latitude Longitude

Describe the project location.

Example: New trail in ABC Park starting at 5th Street for a distance of 300 feet to the intersection of 6th Street and Avenue D. Includes the Avenue D crosswalk and then runs for 2300 feet to Harold's Drainage trailhead.

Location:

The new HMA path with tie-in to the existing shared use path NW corner of Lincoln Road/66th St then go north for approximately 1500 LF to the existing 66th St. cross walk at Dolan Drive.

Legal Address (if applicable):

S 18, T 138N, R 79W

Example: Township Region Section

Scope of Project

Based on the State Comprehensive Outdoor Recreation Plan (SCORP) SCORP, please identify the following:

Region*: Primary

Scope of Project*: Trail Extension
Select all that apply.

If Construction of New Trails OR Restoration of Existing Trails: Number of Miles

If Trail Extension: 0.98 0.28
How long is your Number of
trail currently? Miles Extension

Project Impacts*: Bicycling/Mountain Biking/Fat Tire Biking,In-line Skating,Walking/Hiking
Select all that apply.

 **Other, please list:**



Land Ownership where grant funds are applied.

Land Ownership*: State

Who holds the title to the project land(s)?

Holds Title*: Burleigh County

Who will own the title & insure equipment purchase?

Equipment Purchase*: Contractor

Does the project fall within a federal highway right-of-way?

Federal Highway*: No

Does your project take place within the jurisdiction of one of the three Metropolitan Planning Organizations (MPO): Bismarck-Mandan, Fargo, or Grand Forks?

MPO*: Yes

If yes, which one?

MPO: Bismarck-Mandan
Please choose one.

If yes, has your project received approval from the MPO?

Approval: No

If yes, provide documentation.

Approval Documentation:

Accessibility

*All RTP projects must meet accessibility guidelines in compliance with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, the Architectural Barriers Act, PROWAG or the Outdoor Accessibility Guidelines. For more information refer to the: U.S. Access Board. Indicate which guidelines and standards will apply and the project elements affected by the compliance: (i.e. vault toilet, running slope, parking area, signage, etc.)

Architectural Barriers Act (ABA) Accessibility Standards

ABA*: No

Project Elements Affected:

Public Rights-of-Way Accessibility Guidelines (PROWAG)

PROWAG*: Yes

Project Elements Affected:

The path extension's cross slopes, ramps, and landings will be designed and constructed to improve access for people with disabilities, meeting the requirements within the PROWAG.

Americans with Disabilities Act (ADA) Standards (2010)

ADA*: Yes

Project Elements Affected:

The path extension's cross slopes, ramps, and landings will be designed and constructed to improve access for people with disabilities, meeting the requirements within the ADA Standards.

Forest Service Trail Accessibility Guidelines (FSTAG)

FSTAG*: No

Project Elements Affected:



FSORAG*: No

Project Elements Affected:

Project Details

Requirement and Evaluation

Provide a brief narrative to understand the **scope of the project**.

Please explain if the application is for one or more phases of a multi-phase project.

Scope of Project*:

This application is for Phase I of the Shared Use Path - 66th St Extension, but is a stand alone project and will be completed as one bid. The project will include construction of a new 0.28 mile, 10' hot mix asphalt path which will tie-in to an existing shared use path. The project will consist of grading, placement of base material, paving, ADA features, and pathway lighting system to match the existing pathway system it connects to. The path will be constructed within the Burleigh County right-of-way, but permission has been granted to use the land for this project. The construction will be put out for public bid, therefore supplying the necessary equipment will be the responsibility of the successful bidder. The City of Lincoln Public Works and Lincoln Park District will perform maintenance throughout all seasons.

Clearly define the goals for the project (with a delineation of which user groups would benefit from the project).

Goals*:

This project is classified as a multi-use path intended for walking, running, biking, and roller blading. While it is a goal of the Lincoln Park District to make all areas throughout the city more accessible to pedestrians, the main goal of this project is to create a safe route for the children and families who live south of Lincoln Road to walk and bike to Lincoln Elementary School and the adjacent playground. Currently, the children who walk and bike to school must do so along 66th St which is a very highly used road within the city. The construction of this path would increase the safety for the children and all pedestrians traveling along 66th St. This project not only connects the previous phases of the Shared Use Path along Lincoln, but also to a Safe Routes to School sidewalk project being constructed in 2021 through the NDDOT TA program. Hence, this project is the tying link between multiple different path and sidewalk projects.

A statement with costs associated with the project (ex. material/service purchases including hardware, sand/gravel concrete, landscape materials, signs, design/engineering services, contractor services, equipment rates, equipment costs, and land lease payments).

Costs*:

The total estimated cost for the project is \$230,143.50. This includes costs for contract bond, mobilization, removals, topsoil, common excavation, subgrade preparation, seeding and mulch, erosion control devices, aggregate base, hot mix asphalt, traffic control signs, pipe installation, sidewalk concrete, detectable warning panels, lighting system, and engineering services for design. A detailed breakdown of the work items can be seen in the attached Preliminary Estimate.

Evidence of local/area support (council resolutions, minutes of public meetings, letters of support, etc.). Evidence of MPO support must be included if applicable.

Local Support*:

Please see attachments for support from public and local agencies. The City of Lincoln is dedicated to increasing pedestrian accessibility throughout the city.

Availability/access to 20% match. Matching funds must not be from other federal sources such as Transportation Enhancement (TE) or Transportation Alternatives Program (TAP) through the Department of Transportation. A resolution or confirmation letter from the sponsor will be required prior to any award of a grant.

Matching Funds*:



The Lincoln Park District has provided a signed Commitment Letter for the required funds to meet the remaining amount of the project, which at a minimum will be the 20% match. The Lincoln Park District fully supports this project, and has vast support from the community to complete this section of the path to provide a safe pedestrian corridor along 66th St.

Evidence of applicant capability to carry out project. For development projects, applicant capability to operate, maintain, and protect trail and facilities when completed.

Capability*:

The first section of this path along Lincoln Road was constructed in the summer of 2016 which spanned 0.42 miles. During the summer of 2018, this path was extended 0.21 miles to the east ending to 66th St. The construction of the west extension of 0.35 miles of the trail along Lincoln Road to 52nd St is underway currently, and will be completed summer of 2021. The City of Lincoln Public Works and Lincoln Park District have shown they are capable of maintaining these paths through use of brooms, snow plows, and ice melt spreaders. The maintenance of this section will be added to the existing maintenance agreement between City of Lincoln and Lincoln Park District.

Consideration for trail user group(s); location & relevance of the trail for the intended or existing users; clarity, detail, and quality of project plan/design; quality of existing development (if any); attention to safety, accessibility and health considerations.

Site and Project Quality*:

This path is being proposed to begin the process of connecting to the Bismarck trail network, as well as an additional safe route for pedestrians along a heavily used road in the City of Lincoln. The alignment of this path was selected to accommodate the future widening of 66th St. The grade is relatively flat, and the path is mostly straight with a couple curves allowing for good sight distance. The plans will provide permanent signing meeting MUTCD requirements and clearly indicate pedestrian and bicyclists use and stop signs as necessary at intersections. Bike or running groups will be able to use this path extension to extend their off-road routes.

Public need and benefit of project: safety concerns, urgency of action, potential to lose the opportunity, number of people who would benefit from the project when compared to cost.

Why Should This Project be Funded?

*:

The City of Lincoln one of the fastest growing communities in North Dakota, and as a result has been hard pressed to keep up on development of pedestrian facilities to move residents around newly developed areas. This project will provide a safe route for children to walk to school, and all pedestrians to travel along 66th St. During summer months, this path will be used by residents for outdoor fitness and walking between businesses. The project will also be a step towards future paths that will be developed along 66th St running to the north, and future connections to the City of Bismarck's trail system. The trail will also increase the walkability score of the city and for residences in the area.

How many people could be expected to use the trail over the course of the year as a result of the project?

Use of Trail*: 5500

Identify adverse impacts that might be realized as a result of completing the project, and how the project design attempts to mitigate adverse impacts. How might the project improve conditions for adjacent landowners?

Adverse Impacts*:

The project route selected has no wetland, storm water, or other adverse impacts. Due to the path running alongside 66th St, there will be no increase of noise. Planned erosion control measures, both during and after construction, will help mitigate any surface erosion. No ecologically sensitive areas are within this project.

Environmental Screening

Geological resources: soils, bedrock, slopes, streambeds, landforms, etc.

Geological Resources*: Not Applicable

Air Quality*: Not Applicable

Sound (noise impacts)*: No/Negligible Impacts

Water Quality/Quantity*: No/Negligible Impacts

Stream Flow Characteristics*: Not Applicable

Marine/Estuarine*: Not Applicable

Floodplains/Wetlands*: Not Applicable

Land use/ownership patterns; property values; community livability.

Land Use*: No/Negligible Impacts

Circulation/Transportation*: No/Negligible Impacts

Plant/animal/fish species of special concern and habitat; state/federal listed or proposed for listing.

Species of Concern*: Not Applicable

Unique ecosystems, such as biosphere reserves, World Heritage sites, old growth forests, etc.

Unique Ecosystems*: Not Applicable

Introduce or promote invasive species (plant or animal).

Invasive Species*: Not Applicable

Recreation resources, land parks, open space, conservation areas, recreation trails, facilities, services, opportunities, public access, etc.

Recreation Resources*: No/Negligible Impacts

Accessibility for Populations with Disabilities*: No/Negligible Impacts

Overall aesthetics, special characteristics/features.

Aesthetics*: No/Negligible Impacts

Historical/cultural resources, including landscapes, ethnographic, archaeological, structures, etc.

Historical Resources*: Not Applicable

Socioeconomics*: Not Applicable

Minority and Low-income Populations*: Not Applicable

Energy resources (geothermal, fossil fuels, etc.)

Energy Resources*: Not Applicable

Other agency or tribal land use plans or policies.

Other Agency or Tribal Land*: Not Applicable

Land/structures with history of contamination/hazardous materials even if remediated.

Hazardous Materials*: Not Applicable

Other important environmental resources to address.

Other*: Not Applicable

Additional Information or Clarification:

Certifications Regarding Debarment, Suspension, and Other Responsibility Matters



Certification - Primary Covered Transactions

This certification is for a **Primary** covered transaction and is applicable.

Primary*: Yes

Certification - Lower Tier Covered Transactions

This certification is for a **Lower Tier** covered transaction and is applicable.

Lower Tier*: Yes

Certification - Regarding Drug-Free Workplace Requirements - NOT AN INDIVIDUAL

This certification is for an applicant who in NOT AN INDIVIDUAL.

Not An Individual*: Yes

Certification - Regarding Drug-Free Workplace Requirements - INDIVIDUAL

This certification is for an applicant who is **AN INDIVIDUAL**.

Individual*: N/A

Certification - Regarding Lobbying

This certification is for the award of any of the following and the amount exceeds \$100,000:

A federal grant for cooperative agreement;

Subcontract or subgrant under the grant or cooperative agreement.

Applicable*: Yes

This certification is for the award of a Federal Loan Exceeding the amount of \$150,000, or a subgrant or subcontract exceeding \$100,000 under the loan.

Applicable*: No

Authorization

As the authorized certifying official, I hereby certify that the application is accurate to the best of my knowledge.

Authorization*: Yes

Responsible Official*: Nicholas Couture
First Name Last Name
President 05/28/2021
Title Date

Attachments

Attachments



Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Project Location Map		Location map showing proposed project as the link between existing trail/sidewalk routes and concept drawing of pathway	Lincoln Shared Use Path - 66th St. Extension Phase I_Project Location Map.pdf	pdf	523 KB	05/28/2021 03:15 PM
Site Development Plans (if available)		Preliminary grading layout of proposed Shared Use Path extension for Phase I	66th Ph 1 - Preliminary Grading Layout.pdf	pdf	325 KB	05/28/2021 03:07 PM
Written assurances/leases that confirm the project will be open for public use		Parks committment letter of assurance that trail will be open to public after construction	Lincoln Park District Letter of Assurance_Signed.pdf	pdf	437 KB	05/28/2021 03:11 PM
Recent cultural review letters or documents (if applicable)		SOV letters ready to be sent out once MPO approval is aquired.	SOV Letters_Combined.pdf	pdf	381 KB	05/28/2021 03:09 PM
Board meeting minutes and/or letters of support for project		Support letters from Bismarck Public School, Burleigh County, City of Lincoln	Combined Support Letter-Lincoln Shared Use Path 66th Extension Phase I.pdf	pdf	316 KB	05/31/2021 11:46 AM
Written confirmation of MPO approval (if applicable)		MPO has not approved yet, but has indicated that it will be reviewed and approved/added to TIP pending review of RTP application. See email for further detail	E MPO to SEH RE_FW_ RTP Grant Open Approval.pdf	pdf	187 KB	05/28/2021 02:57 PM

Additional Information

Description	File Name	Type	Size	Upload Date
Existing site that pedestrain/bicyclists use for this route	4.19.2021_W side facing South from Doland.jpg	jpg	311 KB	05/28/2021 03:16 PM

RTP Budget Narrative

Budget Information

Cost Classification	Total Cost	Additional or Costs Not Allowable to the Project	Total Allowable Costs
Administrative and legal expenses	\$0.00	\$0.00	\$0.00
Land, structures, rights-of-way, appraisals, etc.	\$0.00	\$0.00	\$0.00
Relocation expenses and payments	\$0.00	\$0.00	\$0.00
Architectural and engineering fees	\$15,000.00	\$0.00	\$15,000.00
Project inspection fees	\$0.00	\$0.00	\$0.00
Site work	\$0.00	\$0.00	\$0.00
Demolition and removal	\$225.00	\$0.00	\$225.00
Construction	\$195,360.00	\$0.00	\$195,360.00
Equipment	\$0.00	\$0.00	\$0.00
Miscellaneous	\$0.00	\$0.00	\$0.00

	\$210,585.00	\$0.00		\$210,585.00	
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Contingency

Contingency (typ. 10-20%): \$19,558.50

Total Budget

Total Project Cost: \$230,143.50

RTP Federal Assistance Requested \$184,114.80

Total:

Financial Match

Match Source	Type of Match	Amount	Secured
Park District	Cash	\$47,000.00	Yes
		\$47,000.00	

Partial Funding Feasibility

Would partial funding affect the grant?

Partial Funding*: Yes

If Yes, Briefly Explain:

Depending on the partial funding amount, the project may need to be held until next appciliation cycle. The Lincoln Park District is able to cover more than the 20% up to a point, but this would effect the Park Districts plans for additional projects.

Cost Estimate

Description	File Name	Type	Size	Upload Date
Preliminary Estimate	Lincoln Shared Use Path-66th St. Extension Phase I - Preliminary Engineers Estimate.pdf	pdf	88 KB	05/31/2021 11:50 AM

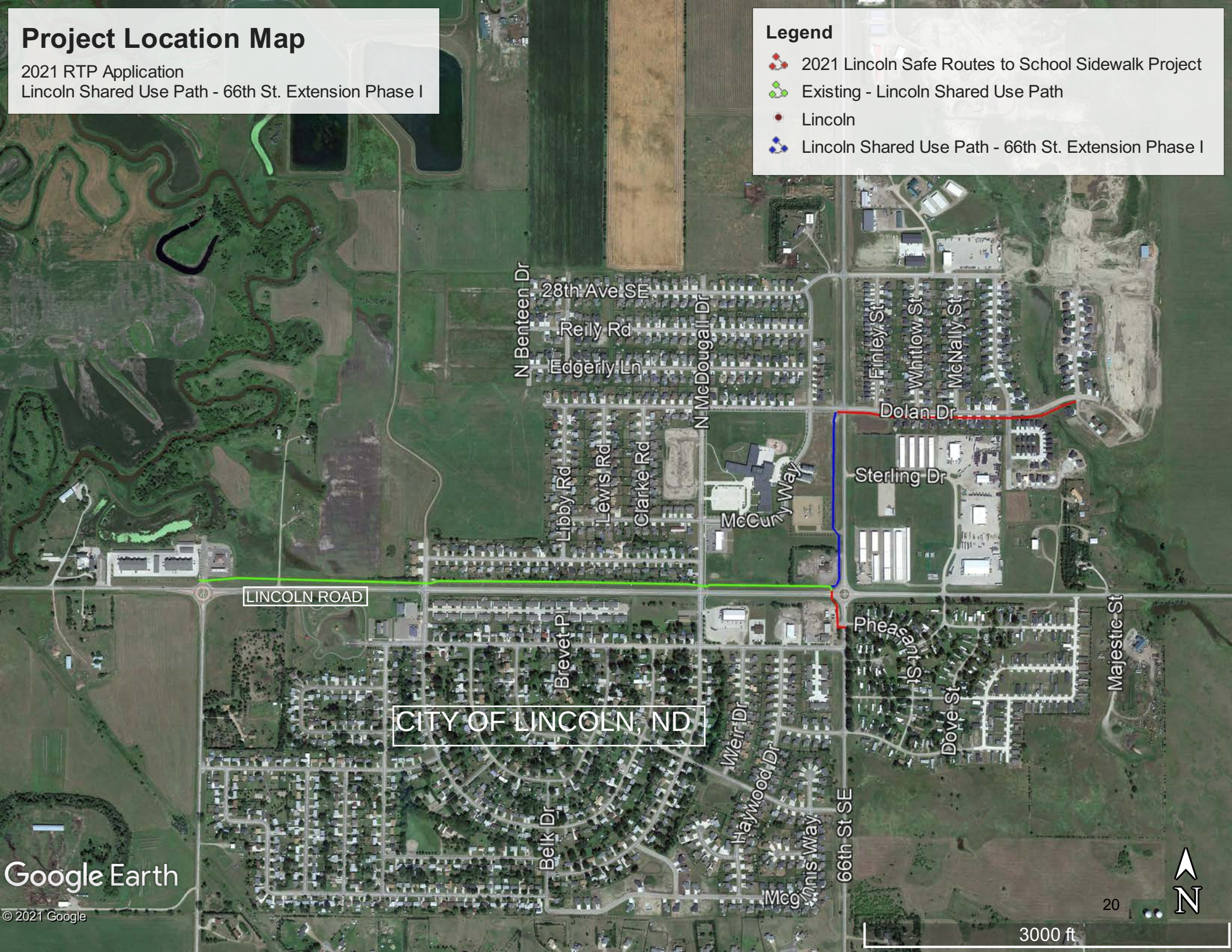


Project Location Map

2021 RTP Application
Lincoln Shared Use Path - 66th St. Extension Phase I

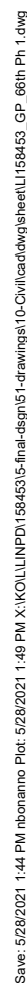
Legend

-  2021 Lincoln Safe Routes to School Sidewalk Project
-  Existing - Lincoln Shared Use Path
-  Lincoln
-  Lincoln Shared Use Path - 66th St. Extension Phase I



FUTURE RTP TRAIL FROM LINCOLN ROAD TO DOLAN DRIVE CONCEPTUAL DRAWING - SEH





SEH Project	158453	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date		66TH ST EXTENSION - PHASE I	PRELIMINARY NOT FOR CONSTRUCTION	22	1 of 1
Drawn By	NMB	:	.	.	.	.	.					
Designed By	MRS	:	.	.	.	.	.					
Checked By	NMB	:	.	.	.	.	.					
		:	.	.	.	.	.					



LINCOLN

PARK DISTRICT

32 McDougall Drive
Lincoln, North Dakota 58504

May 26, 2021

RE: North Dakota Parks and Recreation Department
Recreation Division
Bismarck, ND 58505

ATT: Recreational Trail Grant Administrator

On behalf of the Lincoln Park District I, Nicholas Couture, give full assurance that the Lincoln Shared Use Path – 66th St. Extension Phase I, as shown in the concept drawing and subject of this RTP Grant Application, will be open to public use indefinitely. The Lincoln Park District will maintain the pathway with assistance from the City of Lincoln Public Works Department to provide a safe and convenient route for public users and school children year-round.

This project has full support of the Lincoln Park District commission members and has produced vast public support due to the existing shortage of public pathways and sidewalks in the City of Lincoln at this time. This extension of the pathway will greatly benefit the daily users in navigating to connecting sidewalk and pathways systems, and to connect off-road route options for safe routes to the Lincoln Elementary school. 66th St. is one of the heaviest used roadways in Lincoln, and has no pathway or sidewalk allowing pedestrians, runners, bicyclists, and other users to navigate to additional walking and sidewalk systems in north Lincoln. This project is the first phase in extending the pathway north along 66th St. to allow more users to enjoy recreational trails in Lincoln.

Thank you for your consideration in choosing the Lincoln Park District for this grant.

Nicholas Couture
Lincoln Park District President



LINCOLN

PARK DISTRICT

32 McDougall Drive
Lincoln, North Dakota 58504

May 26, 2021

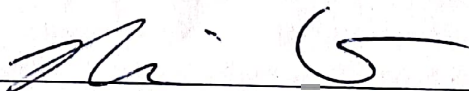
RE: Commitment Letter
North Dakota Parks and Recreation Department
Recreation Division
Bismarck, ND 58505

This letter from the Lincoln Park District is intended to establish the commitment of the funds for the Lincoln Shared Use Path – 66th St Extension Phase I in the amount of \$58,000.

I, Nicholas Couture, on behalf of the Lincoln Park District, hereby authorize to execute and withhold funds to aid in the design and construction of the Lincoln Shared Use Path – 66th St Extension Phase I.

The undersigned duly qualified and acting President of the Lincoln Park District does hereby certify:

The above commitment is a true and correct copy of the commitment, authorizing the withholding of funds for the forementioned project on this 28 day of May, 2021.



Signature

Nicholas Couture President
Printed Name & Title

Matt Schaible

Subject: RE: Lincoln Park District - Proposed Lincoln Shared Use Path - 66th St. Extension Phase I

From: Schriock, Daniel L. <dschriock@nd.gov>

Sent: Friday, May 21, 2021 11:14 AM

To: Matt Schaible <mschaible@sehinc.com>

Cc: Hall, Marcus J. <mahall@nd.gov>; Einrem, Casey J. <ceinrem@nd.gov>

Subject: RE: Lincoln Park District - Proposed Lincoln Shared Use Path - 66th St. Extension Phase I

Matt,

1. Burleigh County acknowledges that the City of Lincoln-Parks District desires to put a shared use path within Burleigh County's ROW along 66th Street.
2. Burleigh County has no objection for the shared use path along this Right of Way.
3. Burleigh County would like to have input on Final Design within our ROW before project is bid.

Please let me know if you need anything else,

Daniel L. Schriock P.E.

Senior Assistant County Engineer

Burleigh County Highway Department

8100 43rd Ave NE

Bismarck, ND 58503

PH: (701)204-7748

CE: (701)220-6629

From: Matt Schaible <mschaible@sehinc.com>

Sent: Tuesday, May 18, 2021 4:39 PM

To: Schriock, Daniel L. <dschriock@nd.gov>

Cc: Lincoln parks district <lincolnndparks@gmail.com>; Matt Schaible <mschaible@sehinc.com>

Subject: Lincoln Park District - Proposed Lincoln Shared Use Path - 66th St. Extension Phase I

***** **CAUTION:** This email originated from an outside source. Do not click links or open attachments unless you know they are safe. *****

Mr. Schriock,

Per our phone conversation earlier, I am sending along an exhibit of the proposed shared use path extension which will connect the existing shared use path at NW corner of Lincoln Rd/66th St to Dolan Drive. The Lincoln Park District intends to submit this project for ND Parks and Recreation RTP Grant funding through FWHA. Per this grant, the Parks Department will need a letter of support allowing the Parks Department to design and construct the pathway within the Burleigh County ROW.

If awarded grant for this project, SEH in conjunction with Lincoln Park District will coordinate with the County during design and construction.



**BISMARCK
PUBLIC SCHOOLS**

806 N Washington Street
Bismarck, ND 58501
701.323.4000
701.323.4001 (Fax)
www.bismarckschools.org

May 25, 2021

North Dakota Parks and Recreation
1600 E. Century Ave. Suite 3
P.O. box 5594
Bismarck, ND 58506

Re: Letter of Support for Shared Use Trail on 66th St.

To whom it may concern:

The City of Lincoln is requesting consideration to make improvements to the community with a shared use trail on 66th St. that would connect the shared use trail on Lincoln Road to the sidewalk on Dolan Drive, near the school. Bismarck Public Schools has a great investment in the safety of students as they walk to and from school, as well as community members who use our school playground outside of school hours. Currently, students who may be coming from the south/southeast area of the school have no choice but to use the shared use trail along Lincoln Road to gain access to the school or walk along the side of 66th which is narrow and would be extremely dangerous in the best of circumstances, not factoring in winter weather and icy roads. For this reason, Bismarck Public Schools is writing in support of this grant request. The improvements made through this grant would not only provide great benefit to the students of Lincoln Elementary, but also to citizens who use our playground.

If you have any questions, please contact me at 701-323-4086 or by email at becky_labella@bismarckschools.org.

Kind regards,

A handwritten signature in blue ink, appearing to read 'Becky LaBella'.

Becky LaBella
Safety Coordinator



NORTH DAKOTA

May 27, 2021

To whom it may concern:

I am writing to you today to express my support for extending the shared use path along 66th from Lincoln Road to Dolan. This path will increase the walkability of Lincoln. It will create a safe route for some Lincoln Elementary students to get to school and home, it will connect parts of Lincoln to new commercial development. This possible path will connect existing trails to new parks being developed, allowing residents to walk or ride bike as a family instead of driving. This connection will complete a loop giving residents of all ages a well-lit area that is much safer than walking on the side of the road or in a ditch. Thank you for your consideration in the safety of the residents and making our City more walkable.

Sincerely,

Gerald L Wise

City of Lincoln- Mayor

May 27, 2021

To whom it may concern:

I am writing to express my support for extending the Shared Use Trail in Lincoln, ND. This trail will go from Lincoln Road to Dolan Drive along 66th Street. Many children walk along this route and this trail will help to insure their safety. This trail will also link our existing trails allowing children and adults safety as they walk to retail establishments, parks, and for those who utilize the route for exercise. Lincoln continues to make safety a top concern for our community. Please help Lincoln to create a safer recreational environment for our citizens by considering this project.

Thank you,

A handwritten signature in cursive script, appearing to read "Hayley Akre". The ink is dark and the signature is fluid.

Hayley Akre, Lincoln City Council President

May 28, 2021

To whom it may concern:

I am writing to you today to express my support for the extension of the Shared Use Trail from Lincoln Road to Dolan Drive along 66th St. Lincoln is a town of very few sidewalks. Adding this extension would greatly benefit our residents of the community in allowing them safe places to walk throughout the city. This would especially benefit our children in allowing them more safe spaces to bike or walk to and from the elementary school. Your consideration of this project is greatly appreciated.

Sincerely,

Brandon Schock
Lincoln City Council Member

Thank you for your attention to this. Please call with any questions.

Matthew Schaible, PE (ND)

Project Manager

Short Elliott Hendrickson Inc.

701.354.5617 Direct | 406.207.6586 Mobile | 701.354.7121 Main

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May 29, 2021

RE: ND Recreational Trails Program
Lincoln Shared Use Path - 66th St
Extension Phase I
Lincoln Park District
Construct 0.28 Miles of Trail
Burleigh County
Latitude: 46d45m56.5s
Longitude: 100d41m23.3s
SEH No. 158453 14.00

Mary E. Podoll
U.S. Department of Agriculture - NRCS
P.O. Box 1458
Bismarck, ND 58502-1458

Dear Ms. Podoll:

The Lincoln Park District is proposing the above-mentioned project. Specifically, the proposed construction will take place in Lincoln, ND, north of Lincoln Road along the west side of 66th Street up to Dolan Drive to construct 0.28 miles of trail. The construction will involve minor grading, aggregate base, and HMA paving.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property which your department may own or have an interest in, and which would be adjacent to the proposed project site. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration for the proposed site. Any information that might help us in our studies would be appreciated.

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion" or whether an "Environmental Assessment" or a "Draft Environmental Impact Statement" will be prepared.

Engineers | Architects | Planners | Scientists

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Mary E. Podoll
May 29, 2021
Page 2

It is requested that any comments or information be forwarded to our office on or before _____, 2021. If no reply is received by this date, it will be assumed that you have no comment on this project. If further information is desired regarding the proposed project, please contact Matt Schaible at mschaible@sehinc.com or (701) 354-7121. Thank you for your time.

Sincerely,

Matt Schaible, PE
SEH Project Manager
(Lic. ND)

nmb
Att: Proposed Project Concept Layout

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FUTURE RTP TRAIL FROM LINCOLN ROAD TO DOLAN DRIVE CONCEPTUAL DRAWING - SEH





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May 29, 2021

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Extension Phase I
Lincoln Park District
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Burleigh County
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Longitude: 100d41m23.3s
SEH No. 158453 14.00

Steve Dyke
ND Game and Fish
100 N Bismarck Expressway
Bismarck, ND 58501-5095

Dear Mr. Dyke:

The Lincoln Park District is proposing the above-mentioned project. Specifically, the proposed construction will take place in Lincoln, ND, north of Lincoln Road along the west side of 66th Street up to Dolan Drive to construct 0.28 miles of trail. The construction will involve minor grading, aggregate base, and HMA paving.

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Steve Dyke
May 29, 2021
Page 2

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Sincerely,

Matt Schaible, PE
SEH Project Manager
(Lic. ND)

nmb
Att: Proposed Project Concept Layout

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May 29, 2021

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SEH No. 158453 14.00

Bill Peterson
ND Historical Society
612 East Boulevard Ave.
Bismarck, ND 58505-0830

Dear Mr. Peterson:

The Lincoln Park District is proposing the above-mentioned project. Specifically, the proposed construction will take place in Lincoln, ND, north of Lincoln Road along the west side of 66th Street up to Dolan Drive to construct 0.28 miles of trail. The construction will involve minor grading, aggregate base, and HMA paving.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property which your department may own or have an interest in, and which would be adjacent to the proposed project site. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration for the proposed site. Any information that might help us in our studies would be appreciated.

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Bill Peterson
May 29, 2021
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Sincerely,

Matt Schaible, PE
SEH Project Manager
(Lic. ND)

nmb
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May 29, 2021

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Burleigh County
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SEH No. 158453 14.00

Kathy Duttonhefner
ND Parks and Recreation Department
1600 E. Century Ave.
Suite 3
Bismarck, ND 58503

Dear Ms. Duttonhefner:

The Lincoln Park District is proposing the above-mentioned project. Specifically, the proposed construction will take place in Lincoln, ND, north of Lincoln Road along the west side of 66th Street up to Dolan Drive to construct 0.28 miles of trail. The construction will involve minor grading, aggregate base, and HMA paving.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property which your department may own or have an interest in, and which would be adjacent to the proposed project site. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration for the proposed site. Any information that might help us in our studies would be appreciated.

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Kathy Duttonhefner
May 29, 2021
Page 2

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Sincerely,

Matt Schaible, PE
SEH Project Manager
(Lic. ND)

nmb
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May 29, 2021

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SEH No. 158453 14.00

Rikki Roehrich
North Dakota SPOC
P.O. Box 2057
Bismarck, ND 58502-2057

Dear Ms. Roehrich:

The Lincoln Park District is proposing the above-mentioned project. Specifically, the proposed construction will take place in Lincoln, ND, north of Lincoln Road along the west side of 66th Street up to Dolan Drive to construct 0.28 miles of trail. The construction will involve minor grading, aggregate base, and HMA paving.

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Rikki Roehrich
May 29, 2021
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Sincerely,

Matt Schaible, PE
SEH Project Manager
(Lic. ND)

nmb
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May 29, 2021

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SEH No. 158453 14.00

Garland Erberle
ND Water Commission
900 E. Boulevard Avenue
Bismarck, ND 58505-0850

Dear Mr. Erberle:

The Lincoln Park District is proposing the above-mentioned project. Specifically, the proposed construction will take place in Lincoln, ND, north of Lincoln Road along the west side of 66th Street up to Dolan Drive to construct 0.28 miles of trail. The construction will involve minor grading, aggregate base, and HMA paving.

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Sincerely,

Matt Schaible, PE
SEH Project Manager
(Lic. ND)

nmb
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Latitude: 46d45m56.5s
Longitude: 100d41m23.3s
SEH No. 158453 14.00

David Glatt
ND Department of Environmental Quality
918 E. Divide Ave
4th Floor
Bismarck, ND 58501-1947

Dear Mr. Glatt:

The Lincoln Park District is proposing the above-mentioned project. Specifically, the proposed construction will take place in Lincoln, ND, north of Lincoln Road along the west side of 66th Street up to Dolan Drive to construct 0.28 miles of trail. The construction will involve minor grading, aggregate base, and HMA paving.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property which your department may own or have an interest in, and which would be adjacent to the proposed project site. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration for the proposed site. Any information that might help us in our studies would be appreciated.

Information or comments relating to environmental or other matters that you might furnish will be used in determining if this project is a "categorical exclusion" or whether an "Environmental Assessment" or a "Draft Environmental Impact Statement" will be prepared.

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 4719 Shelburne Street, Suite 6, Bismarck, ND 58503-5677

701.354.7121 | 888.908.8166 fax | sehinc.com

SEH is 100% employee-owned | Affirmative Action–Equal Opportunity Employer

David Glatt
May 29, 2021
Page 2

It is requested that any comments or information be forwarded to our office on or before _____, 2021. If no reply is received by this date, it will be assumed that you have no comment on this project. If further information is desired regarding the proposed project, please contact Matt Schaible at mschaible@sehinc.com or (701) 354-7121. Thank you for your time.

Sincerely,

Matt Schaible, PE
SEH Project Manager
(Lic. ND)

nmb
Att: Proposed Project Concept Layout

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Building a Better World
for All of Us®

May 29, 2021

RE: ND Recreational Trails Program
Lincoln Shared Use Path - 66th St
Extension Phase I
Lincoln Park District
Construct 0.28 Miles of Trail
Burleigh County
Latitude: 46d45m56.5s
Longitude: 100d41m23.3s
SEH No. 158453 14.00

Joyce Schmidt
NDDOT - Department of Transportation
608 E. Boulevard Ave.
Bismarck, ND 58505-0700

Dear Ms. Schmidt:

The Lincoln Park District is proposing the above-mentioned project. Specifically, the proposed construction will take place in Lincoln, ND, north of Lincoln Road along the west side of 66th Street up to Dolan Drive to construct 0.28 miles of trail. The construction will involve minor grading, aggregate base, and HMA paving.

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Lincoln Shared Use Path - 66th St
Extension Phase I
Lincoln Park District
Construct 0.28 Miles of Trail
Burleigh County
Latitude: 46d45m56.5s
Longitude: 100d41m23.3s
SEH No. 158453 14.00

Patricia McQueary
U.S. Army Corps of Engineers
3319 University Drive
Bismarck, ND 58504

Dear Ms. McQueary:

The Lincoln Park District is proposing the above-mentioned project. Specifically, the proposed construction will take place in Lincoln, ND, north of Lincoln Road along the west side of 66th Street up to Dolan Drive to construct 0.28 miles of trail. The construction will involve minor grading, aggregate base, and HMA paving.

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Patricia McQueary
May 29, 2021
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Matt Schaible, PE
SEH Project Manager
(Lic. ND)

nmb
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for All of Us®

May 29, 2021

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Lincoln Shared Use Path - 66th St
Extension Phase I
Lincoln Park District
Construct 0.28 Miles of Trail
Burleigh County
Latitude: 46d45m56.5s
Longitude: 100d41m23.3s
SEH No. 158453 14.00

Drew Becker
U.S. Fish and Wildlife Service
3425 Miriam Avenue
Bismarck, ND 58501-7926

Dear Mr. Becker:

The Lincoln Park District is proposing the above-mentioned project. Specifically, the proposed construction will take place in Lincoln, ND, north of Lincoln Road along the west side of 66th Street up to Dolan Drive to construct 0.28 miles of trail. The construction will involve minor grading, aggregate base, and HMA paving.

To ensure that all social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed project pursuant to Section 102(2) (D) (IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in any property which your department may own or have an interest in, and which would be adjacent to the proposed project site. We would also appreciate being made aware of any proposed developments your department may be contemplating in the areas under consideration for the proposed site. Any information that might help us in our studies would be appreciated.

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Drew Becker
May 29, 2021
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Sincerely,

Matt Schaible, PE
SEH Project Manager
(Lic. ND)

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PRELIMINARY ESTIMATE

PROJECT NO.: **158453**
NAME: **Lincoln Shared Use Path - 66th Extension f**
OWNER: **Lincoln Parks District**
DATE: **5/22/2021**

SPEC	CODE	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
103	0100	CONTRACT BOND	L SUM	1.00	\$900.00	\$900.00
202	0132	REMOVAL OF BITUMINOUS SURFACING	SY	15.00	\$15.00	\$225.00
203	0109	TOPSOIL	CY	450.00	\$8.00	\$3,600.00
203	0103	COMMON EXCAVATION-TYPE C	CY	670.00	\$8.00	\$5,360.00
230	0165	SUBGRADE PREPARATION - 12IN	STA	15.00	\$300.00	\$4,500.00
251	0200	SEEDING CLASS II	SY	3000.000	\$1.00	\$3,000.00
253	0200	HYDRAULIC MULCH	SY	3000.000	\$1.50	\$4,500.00
261	0112	FIBER ROLLS 12IN	LF	1500.00	\$3.50	\$5,250.00
261	0113	REMOVE FIBER ROLLS 12IN	LF	1500.00	\$1.00	\$1,500.00
302	0120	AGGREGATE BASE COURSE CL 5	TON	560.00	\$35.00	\$19,600.00
430	0500	COMMERCIAL GRADE HOT MIX ASPHALT	TON	370.00	\$125.00	\$46,250.00
701	0100	MOBILIZATION	L SUM	1.00	\$7,000.00	\$7,000.00
704	1000	TRAFFIC CONTROL SIGNS	UNIT	200.00	\$3.00	\$600.00
714	5035	PIPE CORR STEEL .064IN 24IN	LF	16.00	\$125.00	\$2,000.00
714	9660	REMOVE & RELAY END SECTION-ALL TYPE & SIZES	EA	1.00	\$600.00	\$600.00
750	0115	SIDEWALK CONCRETE 4IN	SY	50.00	\$90.00	\$4,500.00
750	2115	DETECTABLE WARNING PANELS	SF	20.00	\$60.00	\$1,200.00
		LIGHTING SYSTEM	LS	1.00	\$85,000.00	\$85,000.00

Subtotal **\$195,585.00**

Contingency **\$19,558.50**

TOTAL **\$215,143.50**

11658 - Hay Creek Trail Renovation

Application Details

Funding Opportunity:	4140-RTP - FY22 Recreational Trail Program Application
Funding Opportunity Due Date:	Jun 1, 2021 1:20 PM
Program Area:	Recreational Trails Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	May 28, 2021 9:54 AM
Initially Submitted By:	Wendy Anderson-Berg
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Salutation	Wendy	Middle Name	Anderson-Berg
		First Name		Last Name
Title:				
Email*:		wberg@bisparks.org		
Address*:		400 East Front Avenue		

Phone*: BISMARCK North Dakota 58504
City State/Province Postal Code/Zip
701-222-7549 Ext.
Phone
####

Fax: ### ### ####

Organization Information

Name*:	Bismarck Parks and Recreation District
Organization Type*:	Political Subdivision
Tax Id:	
Organization Website:	
Address*:	400 East Front Avenue

Bismarck North Dakota 58504-____
City State/Province Postal Code/Zip

Phone*: (701) 319-3156 Ext.
###-###-####
Fax: ###-###-####
SAM.gov Entity ID:
SAM.gov Name:
SAM.gov Entity ID Expiration Date:

Applicant Information

Applicant Information

Applicant Legal Name*: Bismarck Parks and Recreation District
Applicant Type*: Local Govt
Employer/Taxpayer Identification Number (EIN/TIN)*: 450409352
Organizational DUNS*: 51342681
Street Address*: 400 East Front Avenue
Address Line 1
Address Line 2
BISMARCK North Dakota
City State

Please enter the 9-digit Zip Code. To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code*: 58504-5641
9-digit Zip Code (Example: #####-####)

Is the mailing address different from the street address?

Mailing Address*: No

Mailing Address: Address Line 1
Address Line 2
City North Dakota
State

To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code: 9-digit Zip Code (Example: #####-####)

Name and contact information of person to be contacted on matters involving this application:

Contact Person*: Randy Bina
First Name Last Name
Executive Director Bismarck Parks and Recreation District
Title Organization
701-222-6455 rbina@bisparks.org
Phone Number Email Address

Is the Reimbursement Contact the same as the Contact Person listed above?

Reimbursement Contact*: No

Reimbursement Contact Information:

Reimbursement Contact: Kathy Feist
First Name Last Name
Finance Director Bismarck Parks and Recreation District
Title Organization

Mailing Address: 400 East Front Avenue
Address Line 1
Address Line 2

Bismarck North Dakota

City State

To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code:

58504-5641

Please enter the 9-digit Zip Code.

701-222-6455 kfeist@bisparks.org

Phone Number Email Address

All Project Sponsors must have an established Title VI Program in order to receive RTP funding. If a Project Sponsor does not have an established Title VI Program at the time of application, one may be established in the months following application submission and the Sponsor can still be eligible for RTP funding. In order to establish a Title VI Program, find more information by clicking on the Title VI tab at NDPRD's website at: [NDPRD](#). Once the Project Sponsor has established a Title VI Program, a completed manual must be submitted to NDPRD. After NDPRD approves the program, a Grant Award Agreement can be issued.

Is the Applicant Title VI Compliant?*

Yes

Evidence of Compliance Attachment:

OR

Evidence of Compliance Website Link(s):

<https://www.bisparks.org/title-vi-nondiscrimination-policy-statement/>

Project Description

Scope of Project

Based on the State Comprehensive Outdoor Recreation Plan (SCORP) [SCORP](#), please identify the following:

Region*:

Primary

Scope of Project*:

Restoration of Existing Trails

Select all that apply.

If Construction of New Trails OR Restoration of Existing Trails:

0.86

Number of Miles

If Trail Extension:

0.00

0.00

How long is your trail currently? Number of Miles Extension

Project Impacts*:

Bicycling/Mountain Biking/Fat Tire Biking, In-line Skating, Walking/Hiking

Select all that apply.

If other, please list:

n/a

Land Ownership where grant funds are applied.

Land Ownership*:

Local

Who holds the title to the project land(s)?

Holds Title*:

Bismarck Parks and Recreation District

Who will own the title & insure equipment purchase?

Equipment Purchase*:

n/a

Does the project fall within a federal highway right-of-way?

Federal Highway*:

No

Does your project take place within the jurisdiction of one of the three Metropolitan Planning Organizations (MPO): Bismarck-Mandan, Fargo, or Grand Forks?

MPO*:

Yes

If yes, which one?

MPO:

Bismarck-Mandan

Please choose one.

If yes, has your project received approval from the MPO?

Approval:

No

If yes, provide documentation.

Approval Documentation:

Accessibility

*All RTP projects must meet accessibility guidelines in compliance with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, the Architectural Barriers Act, PROWAG or the Outdoor Accessibility Guidelines. For more information refer to the: [U.S. Access Board](#).

Indicate which guidelines and standards will apply and the project elements affected by the compliance: (i.e. vault toilet, running slope, parking area, signage, etc.)

Architectural Barriers Act (ABA) Accessibility Standards

ABA*: Yes

Project Elements Affected:

The trail will be renovated to all ADA/ABA guidelines and standards.

Public Rights-of-Way Accessibility Guidelines (PROWAG)

PROWAG*: Yes

Project Elements Affected:

The trail will be renovated to all ADA/ABA guidelines and standards.

Americans with Disabilities Act (ADA) Standards (2010)

ADA*: Yes

Project Elements Affected:

The trail will be renovated to all ADA/ABA guidelines and standards.

Forest Service Trail Accessibility Guidelines (FSTAG)

FSTAG*: No

Project Elements Affected:

Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)

FSORAG*: No

Project Elements Affected:

Project Details

Requirement and Evaluation

Provide a brief narrative to understand the **scope of the project**.

Please explain if the application is for one or more phases of a multi-phase project.

Scope of Project*:

The Hay Creek Trail is a segment of the Bismarck Parks and Recreation District's Hay Creek Trail system. This segment allows users to safely travel north and south on the east side of Bismarck through a natural corridor, off the busy roadways.

The trail section shown in red on the attached Site Plan is in need of an overlay, to improve accessibility and safety, due to cracks, wearing, and overall condition. This portion of the project consists predominantly of a two-inch asphalt overlay. The shared use path sections total approximately 4,528 linear feet, or .86 miles.

Clearly define the goals for the project (with a delineation of which user groups would benefit from the project).

Goals*:

- Provide a safe, accessible recreation trail experience (neighborhood and community users)
- Provide a safe, off road commuter connection north and south (commuters)

A statement with costs associated with the project (ex. material/service purchases including hardware, sand/gravel concrete, landscape materials, signs, design/engineering services, contractor services, equipment rates, equipment costs, and land lease payments).

Costs*:

The estimated construction cost of the proposed trail segment is \$220,813.82 including a 10% contingency. Federal Funds in the amount of 80% of the total cost, or \$176,651.06 are requested.

Evidence of local/area support (council resolutions, minutes of public meetings, letters of support, etc.). Evidence of MPO support must be included if applicable.

Local Support*:

The BismarckMandan Metropolitan Planning Organization Long Range Transportation Plan does include this trail connection as a priority. In addition, the Bismarck Parks and Recreation District conducted a community survey in January of 2017. Hiking trails were the #2 recreation activity requested.

b. The 2018I2022 State of North Dakota State Comprehensive Outdoor Recreation Plan ? Recreational Trail Needs identifies that Region 7, which includes Bismarck, the primary need is trails. In addition, the 2018-2022 ND SCORP Recreation Trail Needs identified maintenance as a priority, stating that both quality and quantity of trails are critical to the recreation user's experience?.

Availability/access to 20% match. Matching funds must not be from other federal sources such as Transportation Enhancement (TE) or Transportation Alternatives Program (TAP) through the Department of Transportation. A resolution or confirmation letter from the sponsor will be required prior to any award of a grant.

Matching Funds*:

Matching funds in the amount of \$44,162.76 have been budgeted by the Bismarck Parks and Recreation District for this project.

Evidence of applicant capability to carry out project. For development projects, applicant capability to operate, maintain, and protect trail and facilities when completed.

Capability*:

Bismarck Parks and Recreation District maintains over 80 miles of trails and is committed to providing a comprehensive trail system for the betterment of the community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to the residents. Bismarck Parks and Recreation District will own and maintain the trail. In addition to regular maintenance to keep the trails in good condition, BPRD also clears the trails in the winter to allow for use year-round.

Consideration for trail user group(s); location & relevance of the trail for the intended or existing users; clarity, detail, and quality of project plan/design; quality of existing development (if any); attention to safety, accessibility and health considerations.

Site and Project Quality*:

The Hay Creek Trail is one of BPRD's most popular trails and provides an experience that takes the trail user out of the traditional city experience and provides a natural vista along Hay Creek. By consistently improving sections of the trail, BPRD can ensure that the trails are safe and accessible for all users.

Public need and benefit of project: safety concerns, urgency of action, potential to lose the opportunity, number of people who would benefit from the project when compared to cost.

Why Should This Project be Funded?*:

This project is expected to have a positive impact upon the surrounding neighborhoods and the community as a whole. The Hay Creek Trail will continue to allow access to various recreational areas, businesses, schools, parks, public facilities, and neighborhoods through alternate modes of transportation. The proposed trail overlay of this very popular shared-use trail will have a positive impact on the health of Bismarck residents by encouraging more pedestrian and bicycle use and less motor vehicle travel.

How many people could be expected to use the trail over the course of the year as a result of the project?

Use of Trail*: 15000

Identify adverse impacts that might be realized as a result of completing the project, and how the project design attempts to mitigate adverse impacts. How might the project improve conditions for adjacent landowners?

Adverse Impacts*:

The only adverse effects of the project will be temporary during construction and Bismarck Parks and Recreation District will use best-management practices during the work to prevent any erosion, air pollution or noise issues.

Project Information

Title of Applicant's Project*: Hay Creek Trail Renovation

Description of Project*:

The proposed project is to rehabilitate a section of Hay Creek Trail that is worn and uneven. The section of the Hay Creek Trail shown in red on the attached Exhibit 1 is in need of an overlay to improve accessibility and safety, due to cracks, wearing, and overall condition. This portion of the project consists predominantly of a two-inch asphalt overlay. The shared use path sections total approximately 4,528 linear feet, or .86 miles. Please refer to the site plan.

*Recipients have 18 months to complete the project.

Estimated Start Date and End Date*: 05/16/2022 09/30/2022
Start Date End Date

Location

Project Address
(if available): Hay Creek Trail - Century Avenue to 19th Street

Project City/Town*: Bismarck

County*: Burleigh

Latitude
(degrees, minutes, seconds): Ex. 46d78m56.9s

Longitude
(degrees, minutes, seconds): Ex. 100d62m21.7s

Latitude and Longitude*: 46°50'18.9"N 100°45'16.4"W
Latitude Longitude

Describe the project location.

Example: New trail in ABC Park starting at 5th Street for a distance of 300 feet to the intersection of 6th Street and Avenue D. Includes the Avenue D crosswalk and then runs for 2300 feet to Harold's Drainage trailhead.

Location:

This portion of the Hay Creek Trail begins at the north end of the furthest north bridge, just south of Century Avenue and continues north 215' to the underpass and then north and west to the trail head, and north and west again to 19th Street.

Legal Address (if applicable):

3425 N. 19th St, Bismarck, ND 58503

Example: Township Region Section

Environmental Screening

Initial Environmental Screening

Geological resources: soils, bedrock, slopes, streambeds, landforms, etc.

Geological Resources*: No/Negligible Impacts

Air Quality*: No/Negligible Impacts

Sound (noise impacts)*: No/Negligible Impacts

Water Quality/Quantity*: No/Negligible Impacts

Stream Flow Characteristics*: No/Negligible Impacts

Marine/Estuarine*: Not Applicable

Floodplains/Wetlands*: No/Negligible Impacts

Land use/ownership patterns; property values; community livability.

Land Use*: No/Negligible Impacts

Circulation/Transportation*: No/Negligible Impacts

Plant/animal/fish species of special concern and habitat; state/federal listed or proposed for listing.

Species of Concern*: Not Applicable

Unique ecosystems, such as biosphere reserves, World Heritage sites, old growth forests, etc.

Unique Ecosystems*: Not Applicable

Introduce or promote invasive species (plant or animal).

Invasive Species*: Not Applicable

Recreation resources, land parks, open space, conservation areas, recreation trails, facilities, services, opportunities, public access, etc.

Recreation Resources*: No/Negligible Impacts

Accessibility for Populations with Disabilities*:	No/Negligible Impacts
Overall aesthetics, special characteristics/features.	
Aesthetics*:	No/Negligible Impacts
Historical/cultural resources, including landscapes, ethnographic, archaeological, structures, etc.	
Historical Resources*:	Not Applicable
Socioeconomics*:	No/Negligible Impacts
Minority and Low-income Populations*:	No/Negligible Impacts
Energy resources (geothermal, fossil fuels, etc.)	
Energy Resources*:	Not Applicable
Other agency or tribal land use plans or policies.	
Other Agency or Tribal Land*:	Not Applicable
Land/structures with history of contamination/hazardous materials even if remediated.	
Hazardous Materials*:	Not Applicable
Other important environmental resources to address.	
Other*:	Not Applicable
Additional Information or Clarification:	
n/a	

Certifications Regarding Debarment, Suspension, and Other Responsibility Matters

Certification - Primary Covered Transactions

This certification is for a **Primary** covered transaction and is applicable.

Primary*: Yes

Certification - Lower Tier Covered Transactions

This certification is for a **Lower Tier** covered transaction and is applicable.

Lower Tier*: No

Certification - Regarding Drug-Free Workplace Requirements - NOT AN INDIVIDUAL

This certification is for an applicant who is **NOT AN INDIVIDUAL**.

Not An Individual*: Yes

Certification - Regarding Drug-Free Workplace Requirements - INDIVIDUAL

This certification is for an applicant who is **AN INDIVIDUAL**.

Individual*: No

Certification - Regarding Lobbying

This certification is for the award of any of the following and the amount exceeds \$100,000:

A federal grant for cooperative agreement;

Subcontract or subgrant under the grant or cooperative agreement.

Applicable*: No

This certification is for the award of a Federal Loan Exceeding the amount of \$150,000, or a subgrant or subcontract exceeding \$100,000 under the loan.

Applicable*: No

Authorization

As the authorized certifying official, I hereby certify that the application is accurate to the best of my knowledge.

Authorization*: Yes

Responsible Official*: Randy Bina
First Name Last Name

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Project Location Map		Location Map - RTP 2022- Hay Creek Trail Rehab	FY2022 RTP Location Map - Hay Creek.pdf	pdf	209 KB	05/27/2021 08:18 AM
Site Development Plans (if available)		Site Plan & Cost Estimate	RTP FY2022 - Hay Creek Trail-site plan Cost estimate.pdf	pdf	467 KB	05/28/2021 09:49 AM
Written assurances/leases that confirm the project will be open for public use		Letter of support	Letter of support Guarantee of public use - BPRD signed-final.docx.pdf	pdf	397 KB	05/27/2021 08:19 AM
Recent cultural review letters or documents (if applicable)						
Board meeting minutes and/or letters of support for project		Board Minutes	5-20-21 BPRD Board Minutes.pdf	pdf	112 KB	05/27/2021 08:19 AM
Written confirmation of MPO approval (if applicable)						

Additional Information

Description	File Name	Type	Size	Upload Date
-------------	-----------	------	------	-------------

No files attached.

RTP Budget Narrative

Budget Information

Cost Classification	Total Cost	Additional or Sponsor Covered Costs	Total Allowable Costs
Administrative and legal expenses	\$0.00	\$0.00	\$0.00
Land, structures, rights-of-way, appraisals, etc.	\$0.00	\$0.00	\$0.00
Relocation expenses and payments	\$0.00	\$0.00	\$0.00
Architectural and engineering fees	\$31,051.94	\$0.00	\$31,051.94
Project inspection fees	\$0.00	\$0.00	\$0.00
Site work	\$0.00	\$0.00	\$0.00
Demolition and removal	\$0.00	\$0.00	\$0.00
Construction	\$172,510.80	\$0.00	\$172,510.80
Equipment	\$0.00	\$0.00	\$0.00
Miscellaneous	\$0.00	\$0.00	\$0.00
	\$203,562.74	\$0.00	\$203,562.74

Contingency

Contingency (typ. 10-20%): \$17,251.08

Total Budget

Total Project Cost: \$220,813.82

RTP Federal Assistance Requested Total: \$176,651.06

Financial Match

Match Source	Type of Match	Amount	Secured
Local	Cash	\$44,162.76	Yes
		\$44,162.76	

Partial Funding Feasibility

Would partial funding affect the grant?

Partial Funding*: Yes

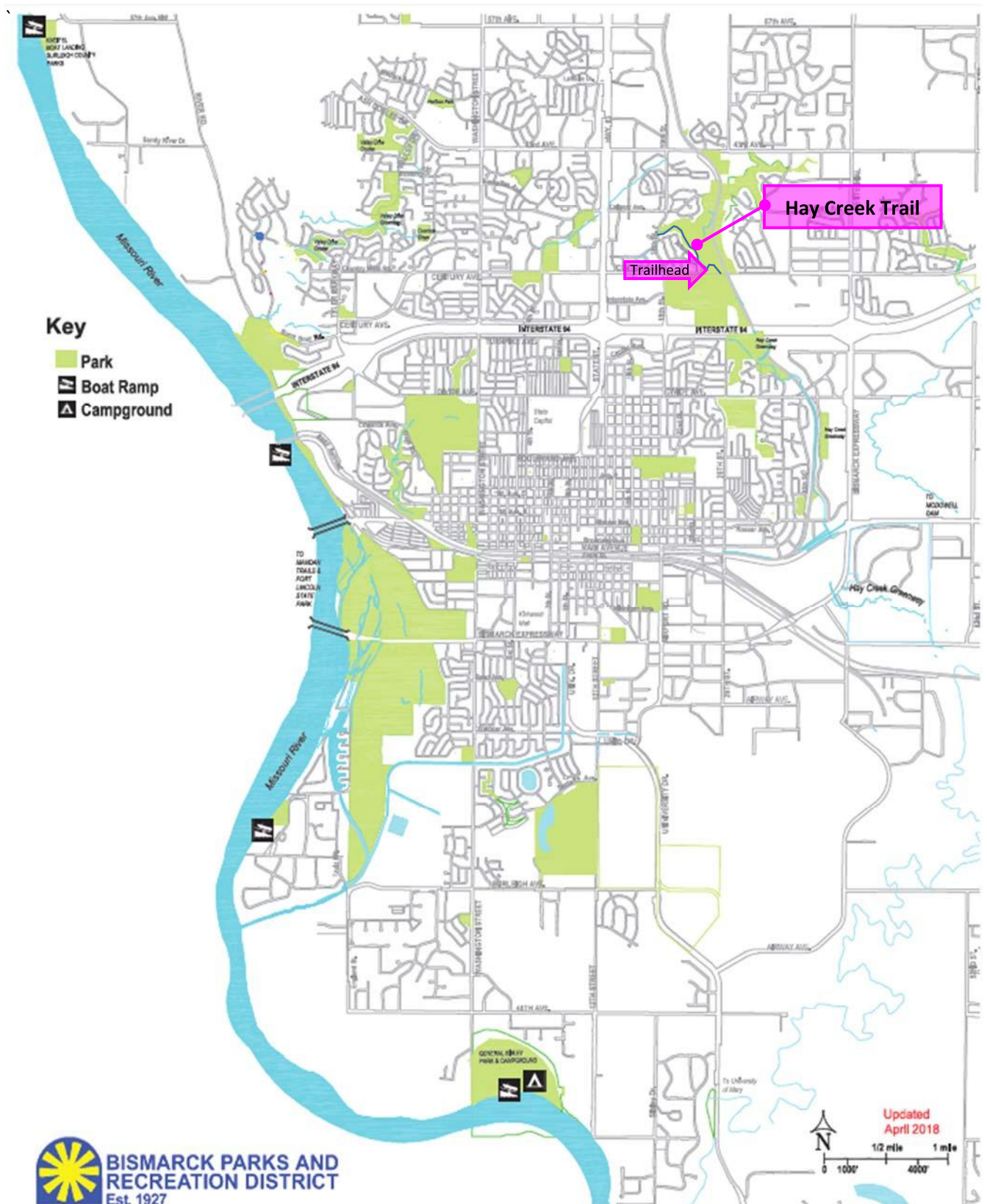
If Yes, Briefly Explain:

If the funding is not secured, the project may be postponed until the budget allows.

Cost Estimate

Description	File Name	Type	Size	Upload Date
No files attached.				

PROJECT LOCATION MAP



May 28, 2021

Char Binstock
Grants Coordinator
North Dakota Parks & Recreation Department
1600 East Century Avenue, Suite 3
Bismarck, ND 58503

Dear Ms. Binstock:

On behalf of Bismarck Parks and Recreation District (BPRD), I am excited to support these three applications for the Recreational Trails Program (RTP). The applications include a trail extension for the South Washington Trail, rehabilitation of Hay Creek Trail between Century Avenue and 19th Street, and for an update to our trailhead system.

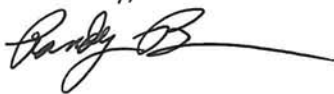
The trail extension of South Washington Trail will provide a long-needed safe trail connection between South Meadows Park and General Sibley Park and Campground. The proposed trail improvements project will provide added safety and accessibility to that portion of Hay Creek Trail, which is a very well-utilized trail. South Washington Trail and Hay Creek Trail are both currently open to the public year-round and will continue to be open after the project improvements.

The proposed updates to the trailhead system are much needed to continue to provide accurate and readable wayfinding signs throughout our large trail system.

One of BPRD's goals is to create, advocate and preserve diverse recreational and leisure opportunities for all, with an objective to reinvest in existing parks, programs and facilities to maximize community access and usability. The BPRD Board of Park Commissioners has approved applying for the RTP grant and I can guarantee that the matching funds will be available to complete the project if the grants are approved.

We are excited for the opportunity to work with the North Dakota Parks and Recreation Department to move forward with these projects.

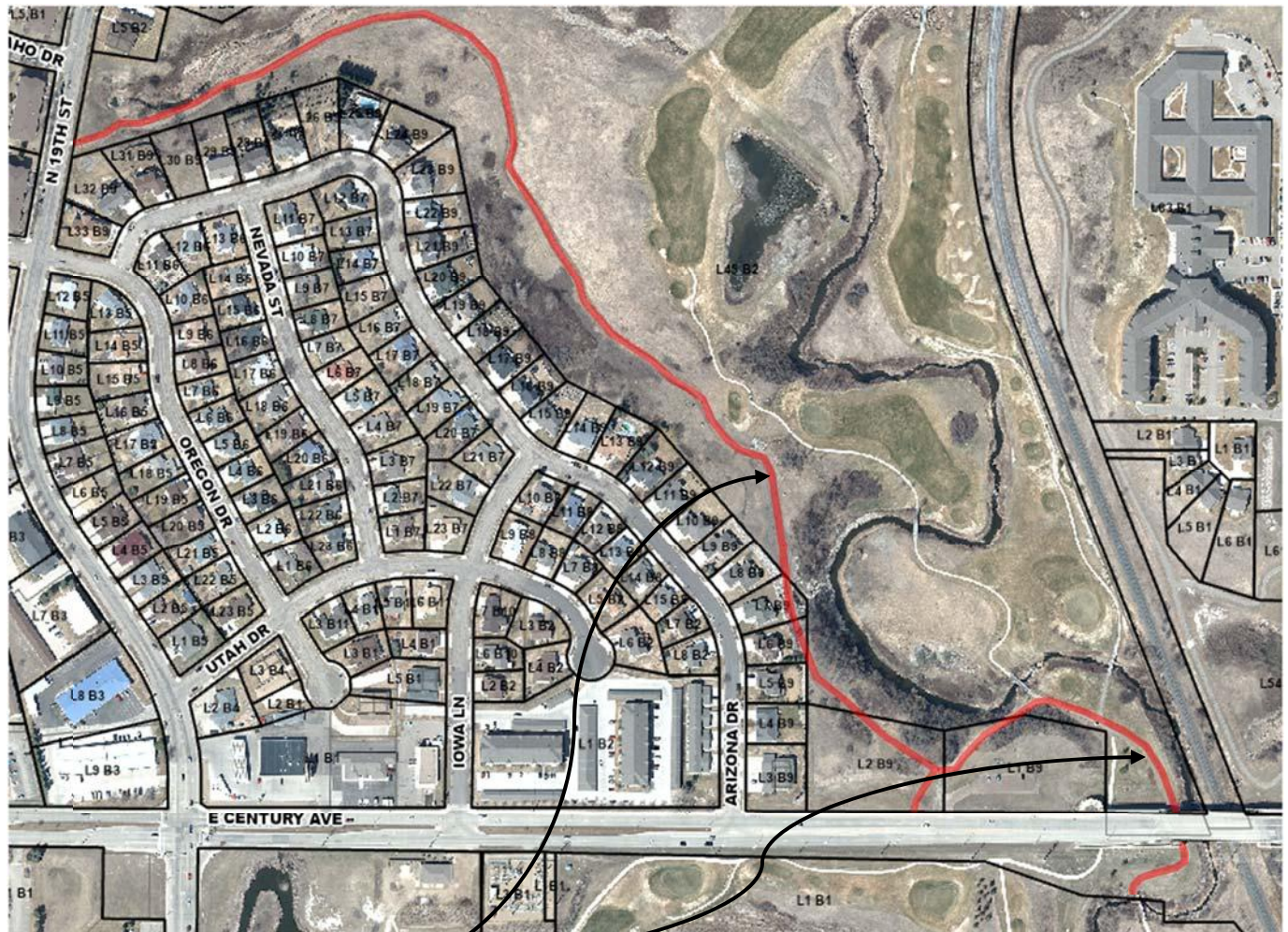
Sincerely,



Randy Bina, Executive Director
Bismarck Parks and Recreation District

A nationally accredited park and recreation agency.

Hay Creek Trail – Century Avenue to 19th Street



Trail Rehabilitation
4,528 linear feet

Hay Creek Trail - Century Avenue to 19th Street					
Estimated Total Trail length = 4,528 LF (.86 Miles)					
Preliminary Opinion of Cost					
5/26/2021					
Item	Description	QTY	Unit	Unit Price	Total
1	Contract Bond	1	LS	\$ 2,200.000	\$ 2,500.00
2	Mobilization	1	LS	\$ 14,000.000	\$ 15,000.00
3	Topsoil	141	CY	\$ 200.00	\$ 28,160.00
4	Seeding	1	ACRE	\$ 2,500.00	\$ 2,500.00
5	Hydro Mulch	1	ACRE	\$ 3,500.00	\$ 3,500.00
6	Aggregate Base Course CL 5	8	TON	\$ 50.00	\$ 400.00
7	Commercial Grade Hot Asphalt Mix (2")	815	TON	\$ 130.00	\$ 105,950.00
8	Fine Grade Asphalt Leveling Course	8	TON	\$ 825.00	\$ 6,600.00
9	Milling 2" Asphalt Pavement	38	SY	\$ 8.00	\$ 300.80
10	Bridge transition Panels	1	EA	\$ 1,600.00	\$ 1,600.00
11	Traffic Control	1	LS	\$ 2,000.00	\$ 2,000.00
12	Erosion Control	1	LS	\$ 4,000.00	\$ 4,000.00
Total Construction Cost =					\$ 172,510.80
Construction Contingency (10%) =					\$ 17,251.08
Consultant Fees (18%) =					\$ 31,051.94
Total Estimated Construction Cost =					\$ 220,813.82

MINUTES OF THE BOARD OF PARK COMMISSIONERS
May 20, 2021

The Board of Park Commissioners held their regular meeting on May 20, 2021 in the Tom Baker meeting room of the City/County Building. President Jeske called the meeting to order at 5:15 pm. Commissioners Gilbertson, Zimmerman, and Munson were present. Commissioner Jordan was absent.

Commissioner Gilbertson moved to approve the agenda as presented. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Don Moseman and Kristen Wilson with the North Dakota Safety Council (NDSC) appeared before the Board to present the Park District with the NDSC Workplace Safety Merit Award.

Eric Lindstrom, Managing Director of Development for Ducks Unlimited, Inc., provided an update on the Clairmont Family Conservation Park, which will eventually be donated to the Park District. He also reviewed the Access and Standstill Agreement with Ducks Unlimited which provides the Park District the ability to begin master planning the park prior to the donation. Commissioner Munson moved to approve the agreement as presented. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Sue Peterson reviewed the results of the community survey regarding the proposed indoor recreation complex. Commissioner Zimmerman moved to accept the community survey results. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Munson moved that staff proceed with plans to provide the survey results to the public at an upcoming community meeting. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Munson expressed his desire to clarify the role the Park District has in meetings regarding the BNSF railroad bridge consulting party meetings. The Board has authorized staff to participate in the meetings, but only as a means to access information. This participation in no way makes the Park District a partner with the Friend of the Rail Bridge.

Travis Johnson from Houston Engineering reviewed the bids received for Hidden Star neighborhood park. Commissioner Gilbertson moved to reject the bids received and to re-bid the project in the future. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Jason Petryszyn from Swenson, Hagen and Company presented the bids received for the Promontory Point neighborhood park. Commissioner Munson moved to reject the bids received and re-bid the project in the future. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Facilities and Programs Director Kevin Klipfel reviewed the bids received for the BSC Aquatic and Wellness Center flooring replacement project. Commissioner Munson moved to accept the low bid of \$32,970 from Hruby Flooring. Commissioner Zimmerman seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to accept the low bid of \$2,000 per month and the agreement submitted by Toptracer Range for the golf ball flight tracking system to be installed at Fore Seasons Center. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Finance Director Kathy Feist reviewed proposed changes to the Accounting Manual. Commissioner Munson moved to approve the changes. Commissioner Zimmerman seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Munson moved to approve the 2022 budget development timeline as presented. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

President Jeske reviewed the following items on the consent agenda:

- Consideration of the April 15, 2021 Board meeting minutes.
- Request Board authorization to apply for the following RTP grants:
 - The first proposed project is an update to the maps on all trailhead signs throughout the Park District system as well as the installation of new signs where needed for recently installed trails or where the signs are no longer in good condition.
 - The second project is a trail rehabilitation of the Hay Creek Trail from Century to 19th Street.
- Request Board authorization to call for bids for various projects and replacement of the playground near Sertoma Park shelter #11.
- Consideration to accept Transportation Alternatives grant funds for Ash Coulee and Tyler Parkway Trail Project which would be a 2024 project.
- Consideration of change order for 2021 Improvement District projects – unit 1: Sertoma Park parking lot sealing.

Commissioner Gilbertson moved to approve the consent agenda as presented. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

President Jeske reviewed the letter provided by Executive Director Bina, informing the Board of his intention to retire effective October 1, 2021. Commissioner Gilbertson moved to accept his retirement. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to approve the bills for payment with checks 407119 to 407145 and 204787 to 205020 along with bank drafts DFT000946 to DFT000969, EFTs 1292 to 1337 and direct deposits 37429 to 38556. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to approve the Real Estate Purchase Agreement for \$892,000 with St. Mary's Church for 6.82 acres of land that the Park District has been leasing since 1928. This item was discussed in executive session at the April Board meeting, and the purchase agreement is within the parameters set by the Board. Commissioner Munson seconded the agreement, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

The next regular Board meeting will be held June 17, 2021 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 6:52 pm.

12032 - South Washington Trail Connection to Sibley Park

Application Details

Funding Opportunity:	4140-RTP - FY22 Recreational Trail Program Application
Funding Opportunity Due Date:	Jun 1, 2021 1:20 PM
Program Area:	Recreational Trails Program
Status:	Submitted
Stage:	Final Application
Initial Submit Date:	May 28, 2021 9:59 AM
Initially Submitted By:	Wendy Anderson-Berg
Last Submit Date:	
Last Submitted By:	

Contact Information

Primary Contact Information

Name:	Salutation Wendy	Middle Name Anderson-Berg
	First Name	Last Name
Title:		
Email*:	wberg@bisparks.org	
Address*:	400 East Front Avenue	

Phone*: 701-222-7549 Ext.
 Phone
###

Fax: ### ### ###

Organization Information

Name*:	Bismarck Parks and Recreation District
Organization Type*:	Political Subdivision
Tax Id:	
Organization Website:	
Address*:	400 East Front Avenue

Bismarck North Dakota 58504-____
City State/Province Postal Code/Zip

Phone*: (701) 319-3156 Ext.
###-####
Fax: ### ###-####
SAM.gov Entity ID:
SAM.gov Name:
SAM.gov Entity ID Expiration Date:

Applicant Information

Applicant Information

Applicant Legal Name*: Bismarck Parks and Recreation District
Applicant Type*: Local Govt
Employer/Taxpayer Identification Number (EIN/TIN)*: 450409352
Organizational DUNS*: 51342681
Street Address*: 400 East Front Avenue
Address Line 1
Address Line 2
BISMARCK North Dakota
City State

Please enter the 9-digit Zip Code. To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code*: 58504-5641
9-digit Zip Code (Example: #####-####)

Is the mailing address different from the street address?

Mailing Address*: No
Mailing Address: Address Line 1
Address Line 2
City North Dakota
State

To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code: 9-digit Zip Code (Example: #####-####)

Name and contact information of person to be contacted on matters involving this application:

Contact Person*: Randy Bina
First Name Last Name
Executive Director Bismarck Parks and Recreation District
Title Organization
701-222-6455 rbina@bisparks.org
Phone Number Email Address

Is the Reimbursement Contact the same as the Contact Person listed above?

Reimbursement Contact*: No

Reimbursement Contact Information:

Reimbursement Contact: Kathy Feist
First Name Last Name
Finance Director Bismarck Parks and Recreation District
Title Organization
Mailing Address: 400 East Front Avenue
Address Line 1
Address Line 2

Bismarck North Dakota

City State

To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code:

58504-5641

Please enter the 9-digit Zip Code.

701-222-6455 kfeist@bisparks.org

Phone Number Email Address

All Project Sponsors must have an established Title VI Program in order to receive RTP funding. If a Project Sponsor does not have an established Title VI Program at the time of application, one may be established in the months following application submission and the Sponsor can still be eligible for RTP funding. In order to establish a Title VI Program, find more information by clicking on the Title VI tab at NDPRD's website at: [NDPRD](#). Once the Project Sponsor has established a Title VI Program, a completed manual must be submitted to NDPRD. After NDPRD approves the program, a Grant Award Agreement can be issued.

Is the Applicant Title VI Compliant?*

Yes

Evidence of Compliance Attachment:

OR

Evidence of Compliance Website Link(s):

<https://www.bisparks.org/title-vi-nondiscrimination-policy-statement/>

Project Description

Scope of Project

Based on the State Comprehensive Outdoor Recreation Plan (SCORP) [SCORP](#), please identify the following:

Region*:

Primary

Scope of Project*:

Trail Extension

Select all that apply.

If Construction of New Trails OR Restoration of Existing Trails:

0.00

Number of Miles

If Trail Extension:

1.65

0.87

How long is your Number of

trail currently? Miles Extension

Project Impacts*:

Bicycling/Mountain Biking/Fat Tire Biking, In-line Skating, Walking/Hiking

Select all that apply.

If other, please list:

n/a

Land Ownership where grant funds are applied.

Land Ownership*:

Local

Who holds the title to the project land(s)?

Holds Title*:

Bismarck Parks and Recreation District

Who will own the title & insure equipment purchase?

Equipment Purchase*:

n/a

Does the project fall within a federal highway right-of-way?

Federal Highway*:

No

Does your project take place within the jurisdiction of one of the three Metropolitan Planning Organizations (MPO): Bismarck-Mandan, Fargo, or Grand Forks?

MPO*:

Yes

If yes, which one?

MPO:

Bismarck-Mandan

Please choose one.

If yes, has your project received approval from the MPO?

Approval:

No

If yes, provide documentation.

Approval Documentation:

Accessibility

*All RTP projects must meet accessibility guidelines in compliance with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, the Architectural Barriers Act, PROWAG or the Outdoor Accessibility Guidelines. For more information refer to the: [U.S. Access Board](#).

Indicate which guidelines and standards will apply and the project elements affected by the compliance: (i.e. vault toilet, running slope, parking area, signage, etc.)

Architectural Barriers Act (ABA) Accessibility Standards

ABA*: Yes

Project Elements Affected:

Trail will be constructed to current ADA/ABA standards.

Public Rights-of-Way Accessibility Guidelines (PROWAG)

PROWAG*: Yes

Project Elements Affected:

Trail will be constructed to current ADA/ABA standards.

Americans with Disabilities Act (ADA) Standards (2010)

ADA*: Yes

Project Elements Affected:

Trail will be constructed to current ADA/ABA standards.

Forest Service Trail Accessibility Guidelines (FSTAG)

FSTAG*: No

Project Elements Affected:

Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)

FSORAG*: No

Project Elements Affected:

Project Details

Requirement and Evaluation

Provide a brief narrative to understand the **scope of the project**.

Please explain if the application is for one or more phases of a multi-phase project.

Scope of Project*:

The proposed project includes a trail extension of the well-utilized South Washington Street Trail from South Meadows Park to General Sibley Park and Campground. South Washington Trail is currently part of a safe trail route to South Meadows Park, Solheim Elementary and Wachter Middle School from many residential subdivisions and is also a commuter and recreational trail connection to the Burleigh Avenue Trail, University Avenue Trail and all businesses in the heart of South Bismarck. Adding the South Washington Trail extension would allow for a direct trail connection to General Sibley Park and Campground, a recreation and tourism destination. See Exhibit.

The South Washington extension trail would be a 10' shared use asphalt trail that will begin where the existing trail ends at Meridian Drive and go south to the entrance to Sibley Park, approximate 4,568 LF. The new trail connection, including crossings, would add .86 miles to the trail system in south Bismarck. See Exhibit.

Clearly define the goals for the project (with a delineation of which user groups would benefit from the project).

Goals*:

- Connection between South Meadows Park and south Bismarck trail system and General Sibley Park & Campground (all users, including neighborhood)
- More trail options for General Sibley campers and school group visits (all campers, visitors)
- Commuter connection for all neighboring users to connect to south Bismarck trail system, schools, parks, and businesses (neighboring users)

A statement with costs associated with the project (ex. material/service purchases including hardware, sand/gravel concrete, landscape materials, signs,

design/engineering services, contractor services, equipment rates, equipment costs, and land lease payments).

Costs*:

The estimated construction cost of the proposed trail segment is \$459,609.60 including a 10% contingency. Federal Funds in the amount \$250,000 are requested. The remaining balance of the project will be budgeted and funded from the BPRD General Construction Fund. See Exhibit.

Evidence of local/area support (council resolutions, minutes of public meetings, letters of support, etc.). Evidence of MPO support must be included if applicable.

Local Support*:

- a. The Arrive 2045 Metropolitan Transportation Plan (MTP) highlights the need for safe trail alternatives to traditional transportation options, including Objective 5C: ?Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan?.
- b. The Bismarck Mandan MPO Bicycle and Pedestrian Master Plan includes five goals for the community, and this proposed project helps to fulfill all five goals. This trail extension is specifically called out as a recommended connection.

Availability/access to 20% match. Matching funds must not be from other federal sources such as Transportation Enhancement (TE) or Transportation Alternatives Program (TAP) through the Department of Transportation. A resolution or confirmation letter from the sponsor will be required prior to any award of a grant.

Matching Funds*:

The remaining balance of the project will be budgeted and funded from the BPRD General Construction Fund. See Exhibit.

Evidence of applicant capability to carry out project. For development projects, applicant capability to operate, maintain, and protect trail and facilities when completed.

Capability*:

Bismarck Parks and Recreation District maintains over 80 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to the residents.

Bismarck Parks and Recreation District will own and maintain the trail. In addition to regular maintenance to keep the trails in good condition, BPRD also clears the trails in the winter to allow for use year-round.

Consideration for trail user group(s); location & relevance of the trail for the intended or existing users; clarity, detail, and quality of project plan/design; quality of existing development (if any); attention to safety, accessibility and health considerations.

Site and Project Quality*:

Currently the South Washington Trail ends at South Meadows Park, with no connection further south. Connecting these two parks will provide so much more recreation opportunities year-round and provide a safe and accessible route to both parks and to the larger trail system. This project will provide a safe trail connection for our south neighborhoods to be able to connect with the BPRD trail system to get to schools, parks, and businesses.

Public need and benefit of project: safety concerns, urgency of action, potential to lose the opportunity, number of people who would benefit from the project when compared to cost.

Why Should This Project be Funded?*:

The South Washington Trail connection to Sibley Park has been a priority of BPRD for many years. General Sibley Park and Campground is a well utilized year-round recreation destination for campers, day users, and school groups. Currently, there is no trail or sidewalk connection to this park. In order to provide for a safe and accessible route to the park, this project is important and overdue.

How many people could be expected to use the trail over the course of the year as a result of the project?

Use of Trail*: 5000

Identify adverse impacts that might be realized as a result of completing the project, and how the project design attempts to mitigate adverse impacts. How might the project improve conditions for adjacent landowners?

Adverse Impacts*:

The only adverse impacts will be during construction and all best-management practices will be employed to mitigate any erosion, traffic circulation or noise impacts during the project.

Project Information

Title of Applicant's Project*: Hay Creek Trail Renovation

Description of Project*:

The proposed project includes a trail extension of the well-utilized South Washington Street Trail from South Meadows Park to General Sibley Park and Cam

pground.

The South Washington extension trail would be a 10' shared use asphalt trail that will begin where the existing trail ends at Meridian Drive and go south to the entrance to Sibley Park, approximate 4,568 LF. The new trail connection, including crossings, would add .86 miles to the trail system in south Bismarck. See Exhibit.

*Recipients have 18 months to complete the project.

Estimated Start Date and End Date*: 05/16/2022 09/30/2022
Start Date End Date

Location

Project Address (if available): South Washington Trail - South Meadows Park

Project City/Town*: Bismarck

County*: Burleigh

Latitude

(degrees, minutes, seconds): Ex. 46d78m56.9s

Longitude

(degrees, minutes, seconds): Ex. 100d62m21.7s

Latitude and Longitude*: 46.76251842150386 -100.79526770845247
Latitude Longitude

Describe the project location.

Example: New trail in ABC Park starting at 5th Street for a distance of 300 feet to the intersection of 6th Street and Avenue D. Includes the Avenue D crosswalk and then runs for 2300 feet to Harold's Drainage trailhead.

Location:

The South Washington extension trail would be a 10' shared use asphalt trail that will begin where the existing trail ends at Meridian Drive and go south to the entrance to Sibley Park, approximate 4,568 LF.

Legal Address (if applicable):

South Meadows Park: 101 Nina Ln, Bismarck, ND 58504

Example: Township Region Section

Environmental Screening

Initial Environmental Screening

Geological resources: soils, bedrock, slopes, streambeds, landforms, etc.

Geological Resources*: No/Negligible Impacts

Air Quality*: No/Negligible Impacts

Sound (noise impacts)*: No/Negligible Impacts

Water Quality/Quantity*: Not Applicable

Stream Flow Characteristics*: Not Applicable

Marine/Estuarine*: Not Applicable

Floodplains/Wetlands*: No/Negligible Impacts

Land use/ownership patterns; property values; community livability.

Land Use*: No/Negligible Impacts

Circulation/Transportation*: No/Negligible Impacts

Plant/animal/fish species of special concern and habitat; state/federal listed or proposed for listing.

Species of Concern*: Not Applicable

Unique ecosystems, such as biosphere reserves, World Heritage sites, old growth forests, etc.

Unique Ecosystems*:	Not Applicable
Introduce or promote invasive species (plant or animal).	
Invasive Species*:	Not Applicable
Recreation resources, land parks, open space, conservation areas, recreation trails, facilities, services, opportunities, public access, etc.	
Recreation Resources*:	No/Negligible Impacts
Accessibility for Populations with Disabilities*:	No/Negligible Impacts
Overall aesthetics, special characteristics/features.	
Aesthetics*:	No/Negligible Impacts
Historical/cultural resources, including landscapes, ethnographic, archaeological, structures, etc.	
Historical Resources*:	Not Applicable
Socioeconomics*:	No/Negligible Impacts
Minority and Low-income Populations*:	No/Negligible Impacts
Energy resources (geothermal, fossil fuels, etc.)	
Energy Resources*:	Not Applicable
Other agency or tribal land use plans or policies.	
Other Agency or Tribal Land*:	Not Applicable
Land/structures with history of contamination/hazardous materials even if remediated.	
Hazardous Materials*:	Not Applicable
Other important environmental resources to address.	
Other*:	Not Applicable
Additional Information or Clarification:	
n/a	

Certifications Regarding Debarment, Suspension, and Other Responsibility Matters

Certification - Primary Covered Transactions

This certification is for a **Primary** covered transaction and is applicable.

Primary*: Yes

Certification - Lower Tier Covered Transactions

This certification is for a **Lower Tier** covered transaction and is applicable.

Lower Tier*: N/A

Certification - Regarding Drug-Free Workplace Requirements - NOT AN INDIVIDUAL

This certification is for an applicant who is NOT AN INDIVIDUAL.

Not An Individual*: Yes

Certification - Regarding Drug-Free Workplace Requirements - INDIVIDUAL

This certification is for an applicant who is AN INDIVIDUAL.

Individual*: N/A

Certification - Regarding Lobbying

This certification is for the award of any of the following and the amount exceeds \$100,000:

A federal grant for cooperative agreement;

Subcontract or subgrant under the grant or cooperative agreement.

Applicable*: Yes

This certification is for the award of a Federal Loan Exceeding the amount of \$150,000, or a subgrant or subcontract exceeding \$100,000 under the loan.

Applicable*: No

Authorization

As the authorized certifying official, I hereby certify that the application is accurate to the best of my knowledge.

Authorization*: Yes

Responsible Official*: Randy Bina
First Name Last Name
Executive Director 05/28/2021
Title Date

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Project Location Map		Project Location Map - South Washington Trail Extension	RTP 2022 - South Washington Trail Extension-Location Map.pdf	pdf	698 KB	05/26/2021 10:15 AM
Site Development Plans (if available)		Site Development Plan - South Washington Trail Extension	RTP 2022 - South Washington Trail Extension-Site Plan.pdf	pdf	733 KB	05/26/2021 10:15 AM
Written assurances/leases that confirm the project will be open for public use		Letter of support	Letter of support Guarantee of public use - BPRD signed-final.docx.pdf	pdf	397 KB	05/27/2021 08:53 AM
Recent cultural review letters or documents (if applicable)						
Board meeting minutes and/or letters of support for project		Guarantee of funds	Letter of support Guarantee of public use - BPRD signed-final.docx.pdf	pdf	397 KB	05/27/2021 08:54 AM
Written confirmation of MPO approval (if applicable)						

Additional Information

Description	File Name	Type	Size	Upload Date
No files attached.				

RTP Budget Narrative

Budget Information

Cost Classification	Total Cost	Additional or Sponsor Covered Costs	Total Allowable Costs
Administrative and legal expenses	\$0.00	\$0.00	\$0.00
Land, structures, rights-of-way, appraisals, etc.	\$0.00	\$0.00	\$0.00
Relocation expenses and payments	\$0.00	\$0.00	\$0.00
Architectural and engineering fees	\$64,632.60	\$0.00	\$64,632.60
Project inspection fees	\$0.00	\$0.00	\$0.00
Site work	\$77,900.00	\$0.00	\$77,900.00
Demolition and removal	\$50,000.00	\$0.00	\$50,000.00
Construction	\$231,170.00	\$147,109.60	\$84,060.40
Equipment	\$0.00	\$0.00	\$0.00
Miscellaneous	\$0.00	\$0.00	\$0.00
	\$423,702.60	\$147,109.60	\$276,593.00

Contingency

Contingency (typ. 10-20%): \$35,907.00

Total Budget

Total Project Cost: \$312,500.00

RTP Federal Assistance Requested Total: \$250,000.00

Financial Match

Match Source	Type of Match	Amount	Secured
Local	Cash	\$209,609.60	Yes
		\$209,609.60	

Partial Funding Feasibility

Would partial funding affect the grant?

Partial Funding*: Yes

If Yes, Briefly Explain:

The project may need to be delayed until the budget is available.

Cost Estimate

Description	File Name	Type	Size	Upload Date
No files attached.				

Exhibit 1 – Project Location Map

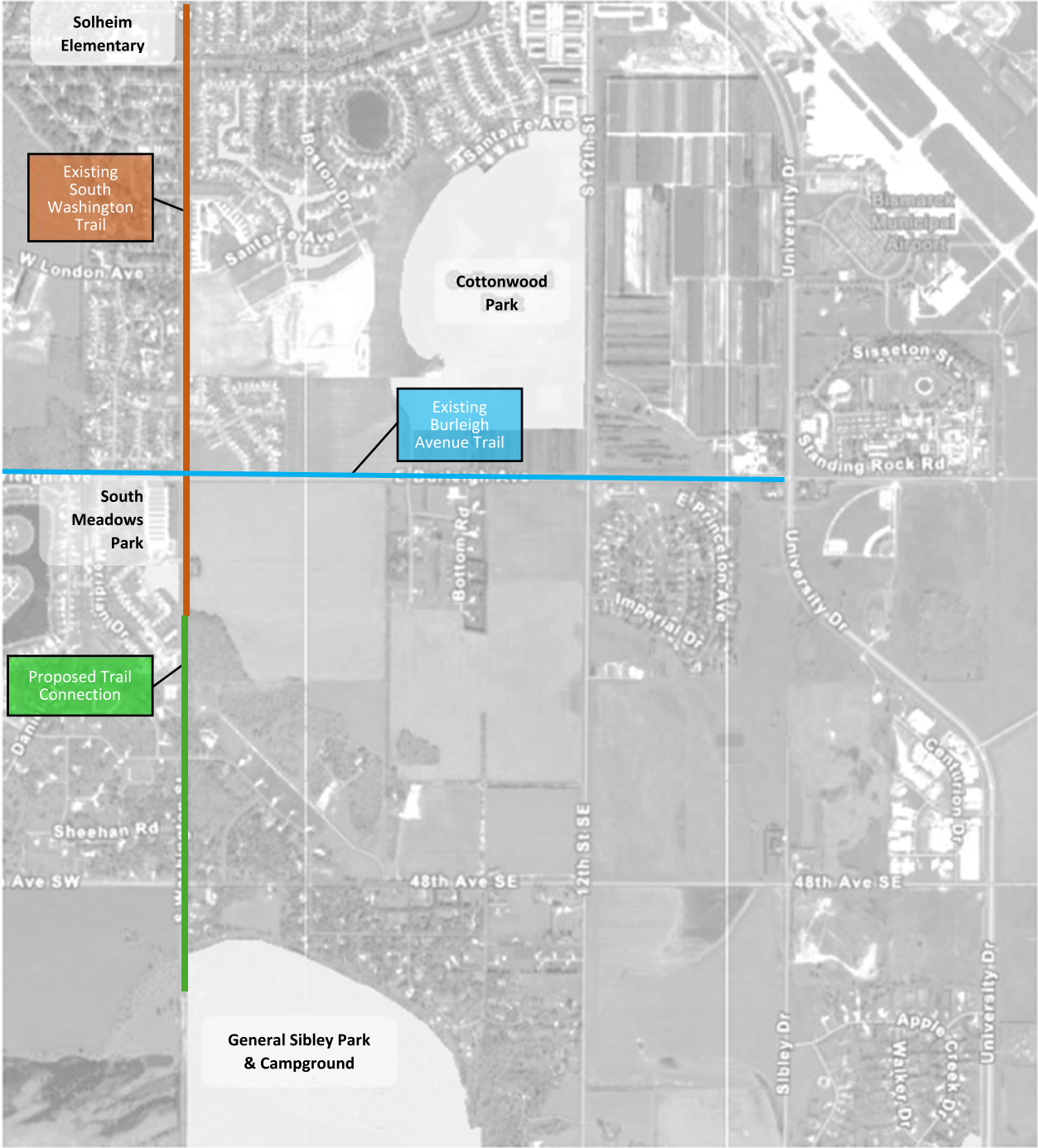
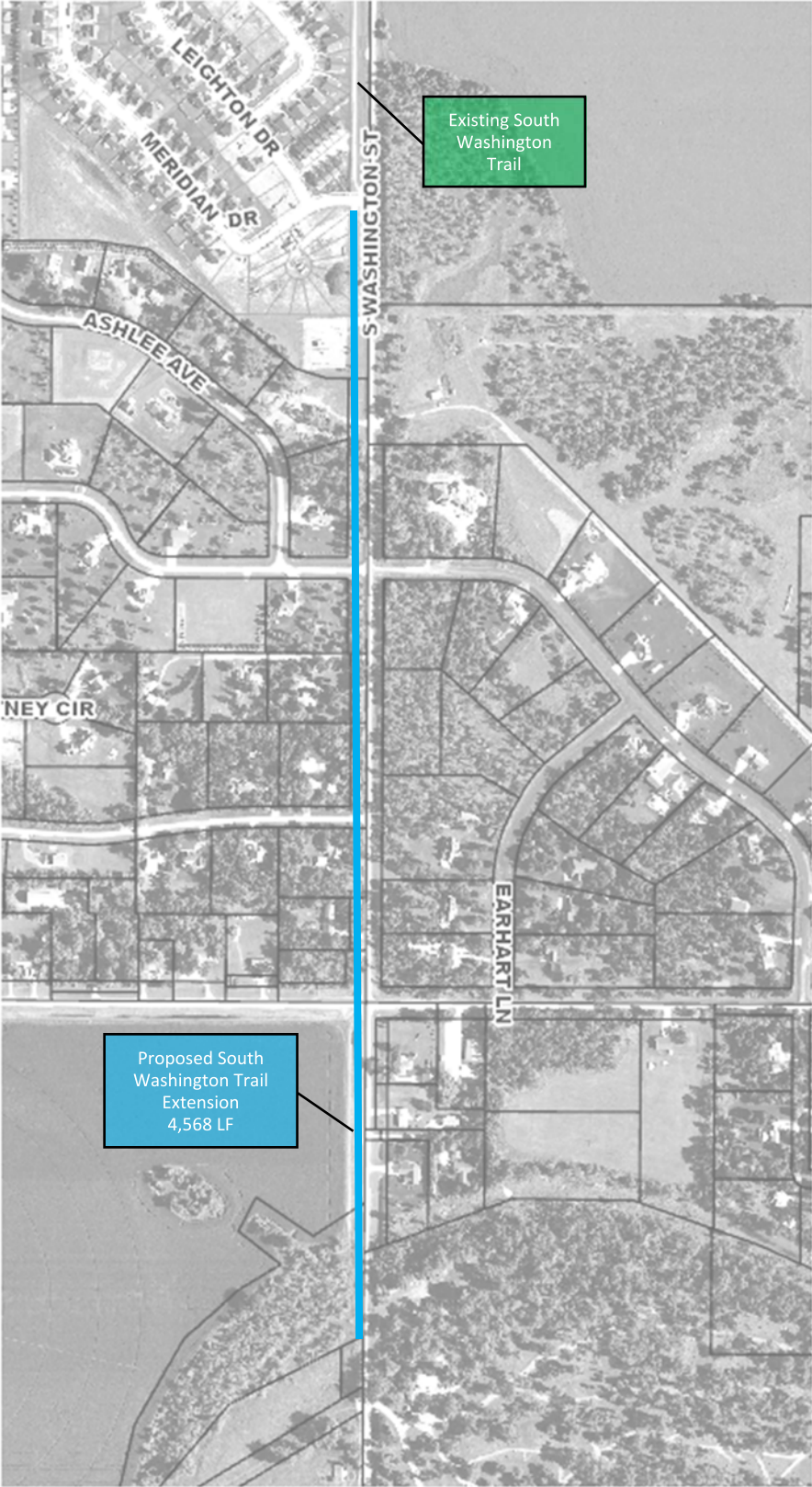


Exhibit 2 – Trail Site Plan



May 28, 2021

Char Binstock
Grants Coordinator
North Dakota Parks & Recreation Department
1600 East Century Avenue, Suite 3
Bismarck, ND 58503

Dear Ms. Binstock:

On behalf of Bismarck Parks and Recreation District (BPRD), I am excited to support these three applications for the Recreational Trails Program (RTP). The applications include a trail extension for the South Washington Trail, rehabilitation of Hay Creek Trail between Century Avenue and 19th Street, and for an update to our trailhead system.

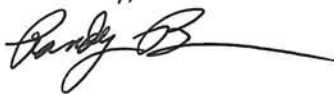
The trail extension of South Washington Trail will provide a long-needed safe trail connection between South Meadows Park and General Sibley Park and Campground. The proposed trail improvements project will provide added safety and accessibility to that portion of Hay Creek Trail, which is a very well-utilized trail. South Washington Trail and Hay Creek Trail are both currently open to the public year-round and will continue to be open after the project improvements.

The proposed updates to the trailhead system are much needed to continue to provide accurate and readable wayfaring signs throughout our large trail system.

One of BPRD's goals is to create, advocate and preserve diverse recreational and leisure opportunities for all, with an objective to reinvest in existing parks, programs and facilities to maximize community access and usability. The BPRD Board of Park Commissioners has approved applying for the RTP grant and I can guarantee that the matching funds will be available to complete the project if the grants are approved.

We are excited for the opportunity to work with the North Dakota Parks and Recreation Department to move forward with these projects.

Sincerely,



Randy Bina, Executive Director
Bismarck Parks and Recreation District

May 28, 2021

Char Binstock
Grants Coordinator
North Dakota Parks & Recreation Department
1600 East Century Avenue, Suite 3
Bismarck, ND 58503

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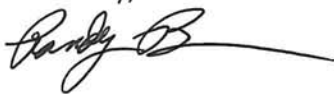
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Sincerely,



Randy Bina, Executive Director
Bismarck Parks and Recreation District

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11659 - Trailhead System Improvements

Application Details

Funding Opportunity: 4140-RTP - FY22 Recreational Trail Program Application
Funding Opportunity Due Date: Jun 1, 2021 1:20 PM
Program Area: Recreational Trails Program
Status: Submitted
Stage: Final Application

Initial Submit Date: May 28, 2021 10:03 AM
Initially Submitted By: Wendy Anderson-Berg
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Name: Mr. Randy Middle Name Bina
 Salutation First Name Last Name
Title:
Email*: rbina@bisparks.org
Address*: 400 East Front Avenue

 Bismarck North Dakota 58501
 City State/Province Postal Code/Zip
Phone*: 701-319-3156 Ext.
 Phone
 ####-####-####
Fax: ####-####-####

Organization Information

Name*: Bismarck Parks and Recreation District
Organization Type*: Political Subdivision
Tax Id:
Organization Website:
Address*: 400 East Front Avenue

 Bismarck North Dakota 58504-____
 City State/Province Postal Code/Zip

Phone*: (701) 319-3156 Ext.
###-###-####
Fax: ###-###-####
SAM.gov Entity ID:
SAM.gov Name:
SAM.gov Entity ID Expiration Date:

Applicant Information

Applicant Information

Applicant Legal Name*: Bismarck Parks and Recreation District
Applicant Type*: Local Govt
Employer/Taxpayer Identification Number (EIN/TIN)*: 450409352
Organizational DUNS*: 51342681
Street Address*: 400 East Front Avenue
Address Line 1
Address Line 2
BISMARCK North Dakota
City State

Please enter the 9-digit Zip Code. To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code*: 58504-5641
9-digit Zip Code (Example: #####-####)

Is the mailing address different from the street address?

Mailing Address*: No

Mailing Address: Address Line 1
Address Line 2
City North Dakota
State

To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code: 9-digit Zip Code (Example: #####-####)

Name and contact information of person to be contacted on matters involving this application:

Contact Person*: Randy Bina
First Name Last Name
Executive Director Bismarck Parks and Recreation District
Title Organization
701-222-6455 rbina@bisparks.org
Phone Number Email Address

Is the Reimbursement Contact the same as the Contact Person listed above?

Reimbursement Contact*: No

Reimbursement Contact Information:

Reimbursement Contact: Kathy Feist
First Name Last Name
Finance Director Bismarck Parks and Recreation District
Title Organization

Mailing Address: 400 East Front Avenue
Address Line 1
Address Line 2

Bismarck North Dakota

City State

To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.

Zip Code:

58504-5641

Please enter the 9-digit Zip Code.

701-222-6455 kfeist@bisparks.org

Phone Number Email Address

All Project Sponsors must have an established Title VI Program in order to receive RTP funding. If a Project Sponsor does not have an established Title VI Program at the time of application, one may be established in the months following application submission and the Sponsor can still be eligible for RTP funding. In order to establish a Title VI Program, find more information by clicking on the Title VI tab at NDPRD's website at: [NDPRD](#). Once the Project Sponsor has established a Title VI Program, a completed manual must be submitted to NDPRD. After NDPRD approves the program, a Grant Award Agreement can be issued.

Is the Applicant Title VI Compliant?*

Yes

Evidence of Compliance Attachment:

OR

Evidence of Compliance Website Link(s):

<https://www.bisparks.org/title-vi-nondiscrimination-policy-statement/>

Project Description

Scope of Project

Based on the State Comprehensive Outdoor Recreation Plan (SCORP) [SCORP](#), please identify the following:

Region*:

Primary

Scope of Project*:

Rehabilitation of Trailhead Facilities & Linkages

Select all that apply.

If Construction of New Trails OR Restoration of Existing Trails:

Number of Miles

If Trail Extension:

How long is your Number of
trail currently? Miles Extension

Project Impacts*:

Bicycling/Mountain Biking/Fat Tire Biking, In-line Skating, Walking/Hiking

Select all that apply.

If other, please list:

Land Ownership where grant funds are applied.

Land Ownership*:

Local

Who holds the title to the project land(s)?

Holds Title*:

BPRD or City of Bismarck

Who will own the title & insure equipment purchase?

Equipment Purchase*:

n/a

Does the project fall within a federal highway right-of-way?

Federal Highway*:

No

Does your project take place within the jurisdiction of one of the three Metropolitan Planning Organizations (MPO): Bismarck-Mandan, Fargo, or Grand Forks?

MPO*:

Yes

If yes, which one?

MPO:

Bismarck-Mandan

Please choose one.

If yes, has your project received approval from the MPO?

Approval:

No

If yes, provide documentation.

Approval Documentation:

*All RTP projects must meet accessibility guidelines in compliance with the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, the Architectural Barriers Act, PROWAG or the Outdoor Accessibility Guidelines. For more information refer to the: [U.S. Access Board](#).

Indicate which guidelines and standards will apply and the project elements affected by the compliance: (i.e. vault toilet, running slope, parking area, signage, etc.)

Architectural Barriers Act (ABA) Accessibility Standards

ABA*: Yes

Project Elements Affected:

All signs will be evaluated for all aspects that would relate to the accessibility, including placement, height of map and text, colors, etc.

Public Rights-of-Way Accessibility Guidelines (PROWAG)

PROWAG*: No

Project Elements Affected:

Americans with Disabilities Act (ADA) Standards (2010)

ADA*: Yes

Project Elements Affected:

All signs will be evaluated for all aspects that would relate to the accessibility, including placement, height of map and text, colors, etc.

Forest Service Trail Accessibility Guidelines (FSTAG)

FSTAG*: No

Project Elements Affected:

Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG)

FSORAG*: No

Project Elements Affected:

Project Details

Requirement and Evaluation

Provide a brief narrative to understand the **scope of the project**.

Please explain if the application is for one or more phases of a multi-phase project.

Scope of Project*:

The proposed project would upgrade the trail head program for the Bismarck Parks and Recreation District (BPRD) trail system. The existing system include s 32 trail head signs. The project will a two-part project. The first part will be to construct 6 new signs for BPRD new trails and trail head locations and to replace aging signs. One new sign would go in South Meadows Park, a new neighborhood park along the S. Washington Street trail. The second sign would go near Southland Park, along the Southland Trail. The third and fourth signs would be along the 43rd Street Trail at State Street and Centennial, and the fifth sign would be for the Sunrise Trail near the park entrance. The replacement sign would be installed at Solheim.

The second part will be to update the mapping on all of the signs. The new maps will be to scale and will include a "you are here" wayfinding component, along with comfort items noted like restrooms and water stops.

Clearly define the goals for the project (with a delineation of which user groups would benefit from the project).

Goals*:

- Create 6 new signs for new and existing trail sections and trail head locations. All trail users will benefit from the wayfinding component of the signs. The signs also help to draw in users and add the usability of the trails.
- Update the maps on all of the existing trail head signs. All trail users expect to have updated maps that are clear and help guide them on their recreation experience.

A statement with costs associated with the project (ex. material/service purchases including hardware, sand/gravel concrete, landscape materials, signs,

design/engineering services, contractor services, equipment rates, equipment costs, and land lease payments).

Costs*:

The costs include new acrylic maps for all the 32 existing trail head signs. Each fabricated map costs \$200 delivered, for a total cost of \$6,400.

The costs for the six new trailhead signs include fabrication and installation, at \$5,000 per sign, for a total cost of \$30,000.

Total project cost is \$36,400.

Evidence of local/area support (council resolutions, minutes of public meetings, letters of support, etc.). Evidence of MPO support must be included if applicable.

Local Support*:

The trail head signs are located along popular trail portions of the BPRD shared-use trail system. Paved, shared-use trails remain one of the top requested outdoor recreation facilities by Bismarck Parks and Recreation District's public input surveys. In 2017, paved recreation trails were a priority of 27% of respondents. BPRD Board of Park Commissioners has shown their support for the project and this grant submission, and the project has also been shared with the Bismarck Mandan MPO.

The ND State Comprehensive Outdoor Recreation Plan, Recreation Trail Needs document indicated that 54% of households are interested in paved multi-use trails in Region 7, which includes Bismarck.

Availability/access to 20% match. Matching funds must not be from other federal sources such as Transportation Enhancement (TE) or Transportation Alternatives Program (TAP) through the Department of Transportation. A resolution or confirmation letter from the sponsor will be required prior to any award of a grant.

Matching Funds*:

Bismarck Parks and Recreation District would provide the matching funds from their general construction fund. The BPRD Board of Park Commissioners has approved applying for the grant (please see attached minutes).

Evidence of applicant capability to carry out project. For development projects, applicant capability to operate, maintain, and protect trail and facilities when completed.

Capability*:

Bismarck Parks and Recreation District (BPRD) currently manages and maintains over 80 miles of trails, including paved and unpaved trails.

Consideration for trail user group(s); location & relevance of the trail for the intended or existing users; clarity, detail, and quality of project plan/design; quality of existing development (if any); attention to safety, accessibility and health considerations.

Site and Project Quality*:

The trail head signs in Bismarck are a well-recognized design of a green arch-top frame with a trail map and pertinent information. There are currently 32 signs within the system along existing shared-use trails and at trailhead destinations. The three new signs would be located at South Meadows Park, which will act as a trail head for the S. Washington Trail, Edgewood Trail, and at Southland Park, which is part of the Southland Trail system.

The trail head sign design has been and will continue to be mindful of all ADA guidelines for recreation signs, including height, colors, distance to user, etc.

Public need and benefit of project: safety concerns, urgency of action, potential to lose the opportunity, number of people who would benefit from the project when compared to cost.

Why Should This Project be Funded?*

Wayfinding signs are an important part of a large trail system like the one in Bismarck. Keeping the maps updated is necessary to provide accurate information. The signs also include contact information for any issues that are noticed along the trail, which helps to keep the trails clean, safe and accessible. All trail users utilize the signs and thousands of people use our trails throughout the year.

How many people could be expected to use the trail over the course of the year as a result of the project?

Use of Trail*: 10000

Identify adverse impacts that might be realized as a result of completing the project, and how the project design attempts to mitigate adverse impacts. How might the project improve conditions for adjacent landowners?

Adverse Impacts*:

The installation of six new signs will include very minimal disturbance to the area. All best management practices will be applied to minimize any adverse effects from the installation. Replacing the maps on the signs will not have any adverse effects.

Project Information

Title of Applicant's Project*: Trailhead System Improvements

Description of Project*:

The proposed project would upgrade the trail head program for the Bismarck Parks and Recreation District (BPRD) trail system. The existing system include s 32 trail head signs. The project will a two-part project. The first part will be to construct 6 new signs for BPRD new trails and trail head locations as well as one replacement sign. The second part will be to provide new, updated, scaled trail maps for all existing and new signs.

*Recipients have 18 months to complete the project.

Estimated Start Date and End Date*: 05/16/2022 09/30/2022
Start Date End Date

Location

Project Address (if available): See attached map for sign locations

Project City/Town*: Bismarck

County*: Burleigh

Latitude
(degrees, minutes, seconds): Ex. 46d78m56.9s

Longitude
(degrees, minutes, seconds): Ex. 100d62m21.7s

Latitude and Longitude*: n/a n/a
Latitude Longitude

Describe the project location.

Example: New trail in ABC Park starting at 5th Street for a distance of 300 feet to the intersection of 6th Street and Avenue D. Includes the Avenue D crosswalk and then runs for 2300 feet to Harold's Drainage trailhead.

Location:

Locations as shown on attached map.

Legal Address (if applicable):

Example: Township Region Section

Environmental Screening

Initial Environmental Screening

Geological resources: soils, bedrock, slopes, streambeds, landforms, etc.

Geological Resources*: No/Negligible Impacts

Air Quality*: No/Negligible Impacts

Sound (noise impacts)*: No/Negligible Impacts

Water Quality/Quantity*: Not Applicable

Stream Flow Characteristics*: Not Applicable

Marine/Estuarine*: Not Applicable

Floodplains/Wetlands*: Not Applicable

Land use/ownership patterns; property values; community livability.

Land Use*: No/Negligible Impacts

Circulation/Transportation*: No/Negligible Impacts

Plant/animal/fish species of special concern and habitat; state/federal listed or proposed for listing.

Species of Concern*: Not Applicable

Unique ecosystems, such as biosphere reserves, World Heritage sites, old growth forests, etc.

Unique Ecosystems*:	Not Applicable
Introduce or promote invasive species (plant or animal).	
Invasive Species*:	Not Applicable
Recreation resources, land parks, open space, conservation areas, recreation trails, facilities, services, opportunities, public access, etc.	
Recreation Resources*:	Minor Impacts
Accessibility for Populations with Disabilities*:	Minor Impacts
Overall aesthetics, special characteristics/features.	
Aesthetics*:	No/Negligible Impacts
Historical/cultural resources, including landscapes, ethnographic, archaeological, structures, etc.	
Historical Resources*:	Not Applicable
Socioeconomics*:	Not Applicable
Minority and Low-income Populations*:	Not Applicable
Energy resources (geothermal, fossil fuels, etc.)	
Energy Resources*:	Not Applicable
Other agency or tribal land use plans or policies.	
Other Agency or Tribal Land*:	Not Applicable
Land/structures with history of contamination/hazardous materials even if remediated.	
Hazardous Materials*:	Not Applicable
Other important environmental resources to address.	
Other*:	Not Applicable

Additional Information or Clarification:

The installation of three new signs will include very minimal disturbance to the area. All best management practices will be applied to minimize any adverse effects from the installation. Replacing the maps on the signs will not have any adverse effects.

Certifications Regarding Debarment, Suspension, and Other Responsibility Matters

Certification - Primary Covered Transactions

This certification is for a **Primary** covered transaction and is applicable.

Primary*:	Yes
------------------	-----

Certification - Lower Tier Covered Transactions

This certification is for a **Lower Tier** covered transaction and is applicable.

Lower Tier*:	N/A
---------------------	-----

Certification - Regarding Drug-Free Workplace Requirements - NOT AN INDIVIDUAL

This certification is for an applicant who is NOT AN INDIVIDUAL.

Not An Individual*:	Yes
----------------------------	-----

Certification - Regarding Drug-Free Workplace Requirements - INDIVIDUAL

This certification is for an applicant who is AN INDIVIDUAL.

Individual*:	No
---------------------	----

Certification - Regarding Lobbying

This certification is for the award of any of the following and the amount exceeds \$100,000:

A federal grant for cooperative agreement;

Subcontract or subgrant under the grant or cooperative agreement.

Applicable*:	No
---------------------	----

This certification is for the award of a Federal Loan Exceeding the amount of \$150,000, or a subgrant or subcontract exceeding \$100,000 under the loan.

Applicable*: No

Authorization

As the authorized certifying official, I hereby certify that the application is accurate to the best of my knowledge.

Authorization*: Yes

Responsible Official*: Randy Bina
First Name Last Name
Executive Director 05/28/2021
Title Date

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Project Location Map		Trailhead Location Map - BPRD	BPRD-Park Trail Map- Trailhead Location Map.pdf	pdf	797 KB	05/26/2021 11:15 AM
Site Development Plans (if available)		Example of Trailhead Sign	trailhead sign.JPG	JPG	624 KB	05/28/2021 10:02 AM
Written assurances/leases that confirm the project will be open for public use		Letter of Support + Guarantee of public use & matching funds	Letter of support Guarantee of public use - BPRD signed-final.docx.pdf	pdf	397 KB	05/26/2021 11:17 AM
Recent cultural review letters or documents (if applicable)						
Board meeting minutes and/or letters of support for project		Board Minutes	5-20-21 BPRD Board Minutes.pdf	pdf	112 KB	05/26/2021 11:15 AM
Written confirmation of MPO approval (if applicable)						

Additional Information

Description	File Name	Type	Size	Upload Date
No files attached.				

RTP Budget Narrative

Budget Information

Cost Classification	Total Cost	Additional or Sponsor Covered Costs	Total Allowable Costs
Administrative and legal expenses	\$0.00	\$0.00	\$0.00
Land, structures, rights-of-way, appraisals, etc.	\$0.00	\$0.00	\$0.00
Relocation expenses and payments	\$0.00	\$0.00	\$0.00
Architectural and engineering fees	\$0.00	\$0.00	\$0.00
Project inspection fees	\$0.00	\$0.00	\$0.00
Site work	\$0.00	\$0.00	\$0.00
Demolition and removal	\$0.00	\$0.00	\$0.00
Construction	\$36,400.00	\$0.00	\$36,400.00
Equipment	\$0.00	\$0.00	\$0.00
Miscellaneous	\$0.00	\$0.00	\$0.00
	\$36,400.00	\$0.00	\$36,400.00

Contingency

Contingency (typ. 10-20%): \$0.00

Total Budget

Total Project Cost: \$36,400.00

RTP Federal Assistance Requested Total: \$29,120.00

Financial Match

Match Source	Type of Match	Amount	Secured
Local	Cash	\$7,280.00	Yes
		\$7,280.00	

Partial Funding Feasibility

Would partial funding affect the grant?

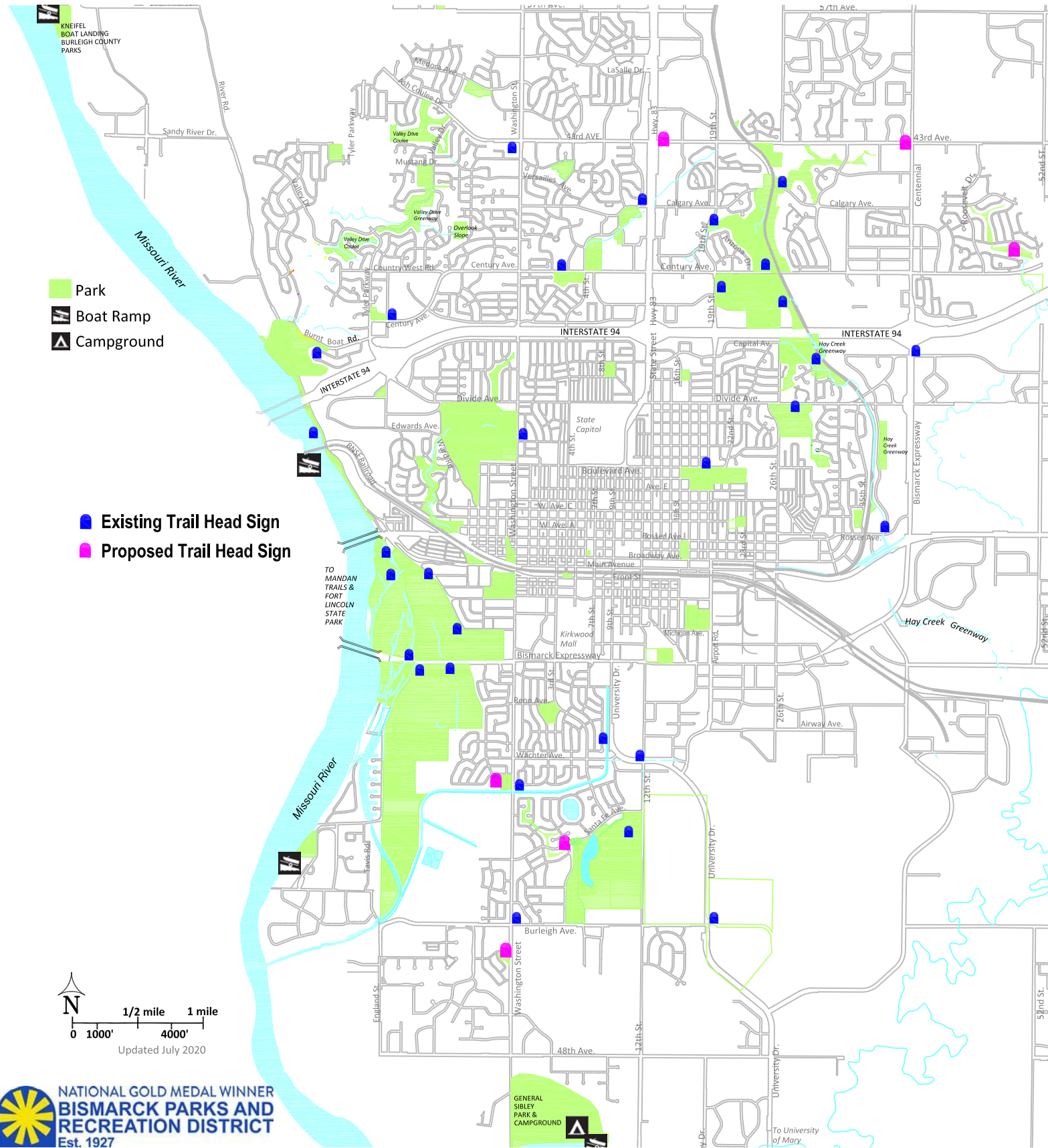
Partial Funding*: Yes

If Yes, Briefly Explain:

BPRD may choose to add fewer signs or postpone the project until budget allows.

Cost Estimate

Description	File Name	Type	Size	Upload Date
No files attached.				



MINUTES OF THE BOARD OF PARK COMMISSIONERS
May 20, 2021

The Board of Park Commissioners held their regular meeting on May 20, 2021 in the Tom Baker meeting room of the City/County Building. President Jeske called the meeting to order at 5:15 pm. Commissioners Gilbertson, Zimmerman, and Munson were present. Commissioner Jordan was absent.

Commissioner Gilbertson moved to approve the agenda as presented. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Don Moseman and Kristen Wilson with the North Dakota Safety Council (NDSC) appeared before the Board to present the Park District with the NDSC Workplace Safety Merit Award.

Eric Lindstrom, Managing Director of Development for Ducks Unlimited, Inc., provided an update on the Clairmont Family Conservation Park, which will eventually be donated to the Park District. He also reviewed the Access and Standstill Agreement with Ducks Unlimited which provides the Park District the ability to begin master planning the park prior to the donation. Commissioner Munson moved to approve the agreement as presented. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Sue Peterson reviewed the results of the community survey regarding the proposed indoor recreation complex. Commissioner Zimmerman moved to accept the community survey results. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Munson moved that staff proceed with plans to provide the survey results to the public at an upcoming community meeting. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Munson expressed his desire to clarify the role the Park District has in meetings regarding the BNSF railroad bridge consulting party meetings. The Board has authorized staff to participate in the meetings, but only as a means to access information. This participation in no way makes the Park District a partner with the Friend of the Rail Bridge.

Travis Johnson from Houston Engineering reviewed the bids received for Hidden Star neighborhood park. Commissioner Gilbertson moved to reject the bids received and to re-bid the project in the future. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Jason Petryszyn from Swenson, Hagen and Company presented the bids received for the Promontory Point neighborhood park. Commissioner Munson moved to reject the bids received and re-bid the project in the future. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Facilities and Programs Director Kevin Klipfel reviewed the bids received for the BSC Aquatic and Wellness Center flooring replacement project. Commissioner Munson moved to accept the low bid of \$32,970 from Hruby Flooring. Commissioner Zimmerman seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to accept the low bid of \$2,000 per month and the agreement submitted by Toptracer Range for the golf ball flight tracking system to be installed at Fore Seasons Center. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Finance Director Kathy Feist reviewed proposed changes to the Accounting Manual. Commissioner Munson moved to approve the changes. Commissioner Zimmerman seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Munson moved to approve the 2022 budget development timeline as presented. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

President Jeske reviewed the following items on the consent agenda:

- Consideration of the April 15, 2021 Board meeting minutes.
- Request Board authorization to apply for the following RTP grants:
 - The first proposed project is an update to the maps on all trailhead signs throughout the Park District system as well as the installation of new signs where needed for recently installed trails or where the signs are no longer in good condition.
 - The second project is a trail rehabilitation of the Hay Creek Trail from Century to 19th Street.
- Request Board authorization to call for bids for various projects and replacement of the playground near Sertoma Park shelter #11.
- Consideration to accept Transportation Alternatives grant funds for Ash Coulee and Tyler Parkway Trail Project which would be a 2024 project.
- Consideration of change order for 2021 Improvement District projects – unit 1: Sertoma Park parking lot sealing.

Commissioner Gilbertson moved to approve the consent agenda as presented. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

President Jeske reviewed the letter provided by Executive Director Bina, informing the Board of his intention to retire effective October 1, 2021. Commissioner Gilbertson moved to accept his retirement. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to approve the bills for payment with checks 407119 to 407145 and 204787 to 205020 along with bank drafts DFT000946 to DFT000969, EFTs 1292 to 1337 and direct deposits 37429 to 38556. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to approve the Real Estate Purchase Agreement for \$892,000 with St. Mary's Church for 6.82 acres of land that the Park District has been leasing since 1928. This item was discussed in executive session at the April Board meeting, and the purchase agreement is within the parameters set by the Board. Commissioner Munson seconded the agreement, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

The next regular Board meeting will be held June 17, 2021 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 6:52 pm.

May 28, 2021

Char Binstock
Grants Coordinator
North Dakota Parks & Recreation Department
1600 East Century Avenue, Suite 3
Bismarck, ND 58503

Dear Ms. Binstock:

On behalf of Bismarck Parks and Recreation District (BPRD), I am excited to support these three applications for the Recreational Trails Program (RTP). The applications include a trail extension for the South Washington Trail, rehabilitation of Hay Creek Trail between Century Avenue and 19th Street, and for an update to our trailhead system.

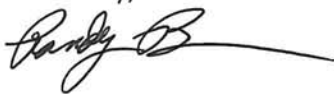
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The proposed updates to the trailhead system are much needed to continue to provide accurate and readable wayfinding signs throughout our large trail system.

One of BPRD's goals is to create, advocate and preserve diverse recreational and leisure opportunities for all, with an objective to reinvest in existing parks, programs and facilities to maximize community access and usability. The BPRD Board of Park Commissioners has approved applying for the RTP grant and I can guarantee that the matching funds will be available to complete the project if the grants are approved.

We are excited for the opportunity to work with the North Dakota Parks and Recreation Department to move forward with these projects.

Sincerely,



Randy Bina, Executive Director
Bismarck Parks and Recreation District

A nationally accredited park and recreation agency.



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Bismarck-Mandan MPO

TIP

2021-2024

Administrative Modification

Project Year(s)

2021

Entity	Project	Federal	State	Local	Total	Federal Funding Source
NDDOT	21.6.15	\$4,203,696 (New) \$3,600,000 (Old)	\$467,077 (New) \$400,000 (Old)	\$0	\$4,670,773 (New) \$4,000,000 (Old)	IM

Project Description:

This is a Bridge project on I-94, located 5 miles east of US Highway 83 at the 80th Street overpass. The project will replace the structure of the overpass. The project has returned from cost estimation with a slight increase in cost, noted above.

Consistency with the Bismarck-Mandan MPO Metropolitan Transportation Plan:

The project is currently in the TIP and is consistent with the Arrive 2045 MTP.

Bismarck-Mandan MPO Policy Board informed of Administrative Modification at the _____ meeting.
(date)

PROJECT YEAR 2021

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BISMARCK	21.1.01	Safety - Bismarck (26th St & Interstate Ave) (Restriping/pavement markings)	\$503,460	\$0	\$55,940	\$559,400	HES	23058	Amendment description change, PCN added (JAN 2021)
BISMARCK	21.1.02	Safety - Bismarck (Century Ave & Washington St, Century Ave & 4th St) (Positive Left Turns)	\$770,000	\$0	\$85,000	\$855,000	HEU	22835	Modification Added PCN (JAN 2021)
BISMARCK	21.1.03	Safety - Bismarck (7 St & Ave D, 7th St & Ave E, 9th St & Ave D, and 9th St & Ave E) (Rapid Rectangular Flashing Beacon)	\$300,000	\$17,000	\$17,000	\$334,000	SHE	22836	Modification Changed FPS (JAN 2021)
BISMARCK	21.1.04	Urban Grants Project - Bismarck N 4th St (Main to Thayer), N 5th St (Main to Thayer), Broadway (N 4th St to N 6th St) (CPR ¹ , Curb & Gutter, Sidewalk, Pavement Marking, LED Lighting, Pedestrian Lighting, Signing, ADA Ramps, Landscaping)	\$1,000,000	\$0	\$251,000	\$1,251,000	UGP	22512	
BISMARCK	21.1.05	Regionally Significant Project (RSP) - Resurface & Reconstruct (Bismarck Wide) (Rehabilitation on Functionally Classified Roadways, Solely Local Funded)	\$0	\$0	\$6,622,372	\$6,622,372			
BISMARCK	21.1.06 ~~22.1.01~~	*Urban Roads - Bismarck 43rd Ave (Montreal St to State St) (Reconstruction and Widening)	\$7,280,000	\$0	\$1,820,000	\$9,100,000	NHU	22492	Amendment Moved from 2022 (APR 2021)
BURLEIGH	21.2.01	*Urban Roads - Burleigh County 43rd Ave (North 26th St to Roosevelt Dr) (Reconstruction and widening)	\$4,200,000	\$0	\$1,050,000	\$5,250,000	NHU-SU	22435	Modification Changed FPS (JAN 2021)
LINCOLN	21.3.01	Transportation Alternatives - SRTS - Lincoln (66th St & Dolan Dr, Lincoln Rd & McDougall Dr, South Side Dolan Dr - 66th St to Butler St, Lincoln Rd & Benteen St, Lincoln Rd - McDougall to 66th (X-Walks, New Sidewalks, Lighting along Shared Use Path)	\$223,000	\$0	\$53,000	\$276,000	TAU	22572	Modification Changed FPS (JAN 2021)
MANDAN	21.4.01	Transportation Alternatives - Mandan 19th St SE Trail Project (South Side of 19th SE, ND Highway 6 to Macedonia Av SE) (10' Wide Shared Use Path, 4,570' ft Long, Signed & Marked X-Walks, Rapid Rectangular Flashing Beacon)	\$290,000	\$0	\$73,000	\$363,000	TAU	22573	Modification Changed FPS (JAN 2021)
MANDAN	21.4.02	Urban Grants Project - Mandan 1st St NW (5th Av NW to Collins Av), 2nd Av NW (Main to 2nd St NW), 3rd Av NW (Main to 2nd St NW), 4th Av NW (Main to 2nd St NW), 5th Av NW (1st St NW to 2nd St NW) (Reconstruction, Watermain, Sidewalk, ADA Ramps, LED Lighting, Signing, Striping, Parking, Beautification)	\$2,428,000	\$0	\$2,272,000	\$4,700,000	UGP	22551	Amendment Project Removed (MAY 2021)
MANDAN	21.4.03	Urban Regional - Mandan ND 1806 (7 miles, Main St to Heart River Bridge) (Deck Overlay, Bridge Rail Retrofit, Approach Slabs, CPR ¹ , Signal)	\$1,001,694	\$112,262	\$123,773	\$1,237,729	NHU	22903	
MANDAN	21.4.04	*Urban Roads - Mandan 27th Street (ND Highway 1806 to 8th Ave NW) (Reconstruction)	\$1,052,090	\$0	\$947,910	\$2,000,000	SU	22537	
NDDOT	21.6.02	Rural - I-94 (Mandan Ave Interchange, EB) (3 miles PCC Pavement, Ramp Revisions)	\$3,150,000	\$350,000	\$0	\$3,500,000	IM	22182	
NDDOT	21.6.03	Rural - I-94, Westbound lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	\$1,190,000	\$132,000	\$0	\$1,322,000	IM		
NDDOT	21.6.04	Safety - Mandan I-194 (South of I-94 to Memorial Highway, EB/WB) (6 miles PCC, Concrete Median Barrier)	\$2,128,000	\$236,000	\$0	\$2,365,000	HEN	22440	Amendment Cost & FPS changed (JAN 2021)
NDDOT	21.6.05	Safety - Mandan ND 810 (Memorial Highway - McKenzie Dr, EB/WB) (Concrete Median Barrier)	\$1,462,421	\$81,246	\$81,246	\$1,624,913	HEN	22441	Modification Cost & FPS changed (FEB 2021)
NDDOT	21.6.06	Safety - I-94 Mandan (W of Sunset Dr - E of Mandan Av) [#] (High Tension Median Cable Guardrail)	\$776,256	\$86,251	\$0	\$862,507	HEN	22442	Modification Updated cost (JAN 21)
NDDOT	21.6.09	*Urban Regional - I-94B Bismarck/Mandan Memorial Bridge (1 miles, Memorial Bridge) (Railing, Deck Sealing, Access)	\$202,325	\$22,675	\$25,000 50% Bismarck 50% Mandan	\$250,000	NHU	22902	Modification Updated shares (FEB 2021)
NDDOT	21.6.11	Urban Regional - ND 810 (Bismarck & Mandan) (Expressway Bridge) (Joint Repair, Structure Paint, Structure/Incidentals, Grinding)	\$1,446,886	\$162,155	\$195,038 50% Bismarck 50% Mandan	\$1,787,825	NHU	22863	Modification Costs updated (FEB 2021)
NDDOT	21.6.12	Urban Regional - Mandan ND 1806 (I-94 Ramps to 27th St NW) (1.5 miles Reconstruction)	\$6,417,000	\$719,000	\$1,254,000	\$8,390,000	NHU	22181	Modification Updated cost (JAN 2021)
NDDOT	21.6.13	*Urban Regional - Bismarck Expressway (BN & CP Railway Bridge, 2 miles south, 1 mile west of I-94 Exit 161) (Spall Repairs, Beam Repair, Joint Sealing)	\$52,605	\$5,895	\$6,500	\$65,000	UGP	22905	Modification Extents added (JAN 2021)
NDDOT	21.6.14 (JAN 2021)	Rural - I-94 Business Loop (Between ND 25 and W Main St) (Chip Seal)	\$272,952	\$64,029	\$0	\$336,981	NHU	23038	Amendment New Project (JAN 2021)
NDDOT	21.6.15 (JAN 2021)	Weather Station - I-94 (West-bound I-94, costs only for work within MPO boundary) (Installing weather station called Environmental Sensor Station)	\$44,673	\$10,527	\$0	\$55,200	ITS	22936	Amendment New Project (JAN 2021)
NDDOT	21.6.14 (MAR 2021)	Rural - State Parks and Rec Signs (MPO-area wide) (Cost of Signs, Contract Bond, Mobilization)	\$125,875	\$16,301	\$0	\$142,176	SS	23169	Amendment New Project (MAR 2021)
NDDOT	21.6.15 ~~24.6.08~~ (MAY 2021)	Bridge - I-94 (5 miles east of US Highway 83, 80th St, EB) (Structure Replacement)	\$4,670,773 ~~\$3,600,000~~ \$3,543,000	\$467,077 ~~\$400,000~~ \$394,000	\$0	\$4,203,696 ~~\$4,000,000~~ \$3,937,000	IM	21854	Modification cost updated (JUN 2021) Amended moved from 24 (MAY 2021)
NA	NA	Regionally Significant Projects Project Phase: 2021 Preliminary Engineering (PE)	\$1,762,000	\$216,000	\$151,000	\$2,129,000			Amendment New Project (MAR 2021)
NA	NA	Regionally Significant Projects Project Phase: 2021 Right of Way (ROW)	\$2,082,000	\$234,000	\$258,000	\$2,574,000			Amendment New Project (MAR 2021)
NA	NA	Regionally Significant Projects Project Phase: 2021 Utilities	\$568,000	\$64,000	\$71,000	\$703,000			Amendment New Project (MAR 2021)

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.

MPO Project area extent is larger than the MPO area. Costs have not been prorated.

CPR¹ = Concrete Pavement Repair

HBP² = Hot Bituminous Pavement

Approximately 0.4 miles west of Sunset Dr & 0.4 miles east of Mandan Av

*Pending Availability of Federal Funds

PROJECT YEAR 2022

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BISMARCK	22.1.01	*Urban Roads - Bismarck 43rd Ave (Montreal-St-to-State-St) (Reconstruction and Widening)	\$7,280,000	\$0	\$1,820,000	\$9,100,000	NHU	22492	Amendment Moved to 2021 (APR 2021)
BISMARCK	22.1.02	Urban Grants Project - Bismarck Thayer Avenue (N 3rd St-N 6th St) & N 6th St (Main Av - Rosser Av) (CPR, Curb & Gutter, Bulb-outs, Sidewalk, ADA Ramps, Pavement Marking, LED Roadway Lighting, Pedestrian Lighting, Street Trees, Landscaping, Signing, Parking Improvements)	\$1,280,000	\$0	\$320,000	\$1,600,000	UGP	22870	
BISMARCK	22.1.03	Transportation Alternatives - Bismarck Public School Safety Improvement Project (City-Wide) (Installation of 20 MPH speed limit signs near public schools)	\$27,516	\$0	\$6,484	\$34,000	TAU	22950	Modification PCN added, FPS changed (JAN 21)
MANDAN	22.4.01	Transportation Alternatives - Mandan - Old Red Trail Phase 2 Shared Use Path (South side of Old Red Trail, starting at Sunset Drive going west 0.8 miles) (2 inch overlay with 0.5 inch leveling course for the existing 10.5 foot wide path)	\$168,237	\$0	\$39,642	\$207,879	TAU	22951	Modification PCN added, FPS changed (JAN 21)
NDDOT	22.6.01	Bridge - I-94 (3 miles west of US Highway 83, Grant Marsh, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	\$749,000	\$83,000	\$0	\$832,000	IM	22603	
NDDOT	22.6.02	Bridge - I-94 (2 miles west of US Highway 83, Tyler Parkway, EB) (Expansion Joint Modifications, Approach Slabs, Spall Repair)	\$286,000	\$32,000	\$0	\$318,000	IM	22603	
NDDOT	22.6.06	*Urban Regional - Bismarck 7th St (Ave C to Front Ave) (Signals)	\$890,230	\$99,770	\$110,000	\$1,100,000	NHU	22904	
NDDOT	22.6.07	*Urban Regional - Bismarck 9th St (Ave C to Front Ave) (Signals)	\$890,230	\$99,770	\$110,000	\$1,100,000	NHU	22904	
NDDOT	22.6.08	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 1, Extents TBD) (Reconstruction & Drainage)	\$7,098,918	\$795,591	\$877,168 \$2,050,000	\$10,821,677	SU-CPU	22005 23133	Amendment FPS changed, 2nd PCN (JAN 2021)
NDDOT	22.6.09	*Safety - State Street/ US 83 (Calgary Ave to I-94) (Turn Lanes)	\$2,250,000	\$250,000	\$0	\$2,500,000	SHE	20098	Modification cost changed, PCN, FPS added (JAN 2021)
NDDOT	22.6.10	*Safety - State Street/ US 83 (I-94 to Divide Ave) (Turn Lanes)	\$2,520,000	\$140,000	\$140,000	\$2,800,000	SHE	20097	Modification cost changed, PCN, FPS added (JAN 2021)

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*Pending Availability of Federal Funds

* Projects are funded in 2022 but will be constructed in 2023.

PROJECT YEAR 2023

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BURLEIGH	23.2.01	*Urban Roads - Burleigh County 66th St (Apple Creek Rd to Northgate Dr) (Reconstruction, Structures)	\$8,000,000	\$0	\$4,700,000	\$12,700,000	SU		
NDDOT	23.6.02	Bridge - I-94 (1 mile E of US 83 N, EB) (Deck Overlay, Rail Retrofit, Approach Slabs, Struct/Incid)	\$636,000	\$71,000	\$0	\$707,000	IM	23009	Modification Added PCN (JAN 21)
NDDOT	23.6.03	Rural - Hwy 1804 (N Hazelton Jct to Burleigh Ave) (28.5 miles, Thin Overlay)	\$4,235,000	\$998,000	\$0	\$5,233,000	SS		
NDDOT	23.6.04	Rural - I-94B (Junction of old Hwy 10 to west Mandan) (5.7 miles Gravel Shoulders, Mill & Overlay 2" max, Structure/Incidentals)	\$1,268,000	\$299,000	\$0	\$1,567,000	NH		
NDDOT	23.6.08	Urban Regional - Bismarck State St (I-94 to Calgary Ave), (Century Ave/11th St) (1 mile, Signals, CPR, Grinding)	\$1,869,483	\$440,517	\$0	\$2,310,000	NHU	22770	Modification Added PCN (JAN 21)
NDDOT	23.6.09	Urban Regional - Bismarck State St (Divide Av to I-94) (7 miles, Signals, CPR, Grinding)	\$659,580	\$73,920	\$81,500	\$815,000	NHU	22769	
NDDOT	23.6.10	Urban Regional - Mandan I-94B (W Urban Limit* to Heart River Bridge) (Mill & Overlay)	\$182,093	\$42,907	\$0	\$225,000	NHU		Modification Removed PCN (JAN 21)
NDDOT	23.6.12	Bridge - I-94 (Junction of US 83 N & I-94, EB) (Spall Repair, Structure Incidentals)	\$73,000	\$8,000	\$0	\$81,000	IM		
NDDOT	23.6.13	Bridge - I-94 (1 mile E of US 83 N, EB) (Deck Overlay, Approach Slabs, Expand Joint Mod)	\$525,000	\$58,000	\$0	\$583,000	IM	23009	Modification Added PCN (JAN 21)
NDDOT	23.6.14	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 2, Extents TBD) (Reconstruction, City Utilities)	\$13,758,000	\$1,542,000	\$6,700,000	\$22,000,000	SU-CPU		Amendment Cost & FPS changed (JAN 2021)

* Represents an "Expansion" project. An expansion project is focused on improving traffic flow through efforts such as: adding through lanes or turn lanes; new streets/roads; upgrading an intersection to a roundabout; or new/improved interchanges.

*Pending Availability of Federal Funds

+ Urban Limits are approximately 0.6 miles west of Heart River Bridge

MPO Project area extent is larger than the MPO area. Costs have not been prorated.

PROJECT YEAR 2024

ESTIMATED COST IN DOLLARS

LEAD AGENCY	REFERENCE NUMBER	PROJECT DESCRIPTION	FEDERAL	STATE	LOCAL	TOTAL	FEDERAL PROGRAM SOURCE	PCN	AMENDMENT/ MODIFICATION (Date)
BISMARCK	24.1.01	*Urban Roads - Bismarck 43rd Av (State St - 26th St) & 19 St (N Valley Lp/Yucca Av -43rd Av) (Reconstruction and Widening)	\$4,800,000	\$0	\$9,200,000	\$14,000,000	NHU	22929	Modification PCN added, FPS changed (JAN 21)
BISMARCK	24.1.02	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Bismarck (Various Locations) (Install RRFP at up to 11 locations, recommended by School Safety Crossing Study)	\$378,000	\$0	\$42,000	\$420,000			
MANDAN	24.4.01	Safety - Rectangular Rapid Flashing Beacons (RRFB) in Mandan (Various Locations) (Install RRFP at up to 4 locations, recommended by School Safety Crossing Study)	\$126,000	\$0	\$14,000	\$140,000			
NDDOT	24.6.01	Urban Regional - Bismarck 7th St (Front Av to Bismarck Expressway) (6 miles, Reconstruction)	\$2,529,062	\$283,438	\$312,500	\$3,125,000	NHU		
NDDOT	24.6.02	Urban Regional - Bismarck 9th St (Front Av to Bismarck Expressway) (6 miles, Mill & Overlay, Curb & Gutter)	\$760,742	\$85,258	\$94,000	\$940,000	NHU		
NDDOT	24.6.03	Urban Regional - Mandan Memorial Highway (Memorial Highway Phase 3, Extents TBD) (3.3 miles, Reconstruction, City Utilities)	\$11,330,000	\$1,270,000	\$4,900,000	\$17,500,000	SU-CPU		Amendment Cost & FPS changed (JAN 21)
NDDOT	24.6.05	^{MPO} Rural - I-94, Eastbound lanes (W Sweet Briar E to ND 25 Interchange) (10.2 miles CPR, Grinding, HBP on Ramps)	\$1,288,000	\$143,000	\$0	\$1,431,000	IM		
NDDOT	24.6.07	^{MPO} Rural - I-94 (East of 161 Interchange to east of Menoken Interchange) (9.8 miles, Median X-Over, Ramp Connections)	\$1,367,000	\$152,000	\$0	\$1,519,000	IM	22639	
~~NDDOT~~	~~24.6.08~~	~~Bridge - I-94 (5 miles east of US Highway 83-80th St, EB) (Structure Replacement)~~	~~\$3,543,000~~	~~\$394,000~~	~~\$0~~	~~\$3,937,000~~	~~IM~~	~~21854~~	Amendment Moved to 2021 (MAY 2021)
NDDOT	24.6.09	Urban - I-94 (2 miles E of US 83 N, EB, Centennial/Bismarck Expressway) (Structure/Incidentals, Ramp Revisions)	\$27,000,000	\$3,000,000	\$0	\$30,000,000	IM	22648	
NDDOT	24.6.10	Safety - Expressway and Washington Pedestrian Crossings (Bismarck Expy/Washington St and Bismarck Expy/2nd St Intersections) (Ped improvements to intersections, median reconstruction, EB lane reduction, RRFB with high-visibility crosswalk)	\$198,000	\$11,000	\$11,000	\$220,000			
NDDOT	24.6.11	Safety - Bismarck Expressway Lighting (Burlington Dr to Yegen Rd and Yegen Road to Main Ave) (Install corridor lighting in gaps along Bismarck Expy)	\$314,766	\$17,487	\$17,487	\$349,740			

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*Pending Availability of Federal Funds

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**BISMARCK-MANDAN MPO
2020-2045 ‘ARRIVE 2045’ METROPOLITAN TRANSPORTATION PLAN
MODIFICATION**

**REMOVAL OF PROJECT AND PLANNING CONCEPT CONCERNING AN
INTERCHANGE AT US HIGHWAY 83/STATE STREET AND 71ST AVENUE**

Presently the 2020-2045 ‘Arrive 2045’ *Metropolitan Transportation Plan* (MTP) includes an illustrative long-range project for the potential development of an interchange at the intersection of US Highway 83/State Street and 71st Avenue. The Bismarck-Mandan MPO Policy Board approved the removal of this project from the current MTP, as well as current and future planning efforts, at their April 20, 2021 meeting.

The financially constrained nature of the 2020-2045 ‘Arrive 2045’ *Metropolitan Transportation Plan* will not be impacted by the removal of this project. This project was listed as illustrative. Therefore, its removal is not considered a material change to the purpose, scope, or use of the document.

This 2020-2045 ‘Arrive 2045’ Metropolitan Transportation Plan Modification was presented to the Bismarck-Mandan MPO Policy Board at their regular meeting on

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Solicitation Schedule for 2022-2025 TIP

EXHIBIT G

PROGRAM/DESCRIPTION	FUNDING YEAR	MPO SOLICITATION	NDDOT SOLICITATION LETTERS/ INFO / APPLICATION	DATE DUE TO MPO	PRIORITIZATION/ RANKING/APPROVAL BY MPO	STAFF
TA: Transportation Alternatives Program Bicycle & Pedestrian/SRTS & safe routes for non-drivers/conversion & use of abandoned RR corridors to non-motorized use/turnouts, viewing areas and overlooks along roadways/certain community improvement projects/Environmental mitigation projects.	2025	August 1, 2021	NOT YET SOLICITED	Friday, October 15, 2021	RANKING by MPO & BIKE-PED RANKING by TAC Optional PRIORITIZATION by PB Optional	Kim
HSIP: Highway Safety Improvement Program A core Federal-aid highway program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads.	2026	August 1, 2021	NOT YET SOLICITED	Friday, October 15, 2021	APPROVAL PRIORITIZATION OPTIONAL	Kim or Stephen
Urban Roads Program Applications for federal aid on functionally classified roadways are submitted by the city	2026	August 1, 2021	NOT YET SOLICITED	Friday, October 15, 2021	PRIORITY PROJECT BASED ON MTP SHORT TERM PROJECT LIST	Rachel
Urban Regional Roads Program Applications are submitted by the jurisdiction in cooperation with the District (NDDOT).	2026	August 1, 2021	NOT YET SOLICITED	Friday, October 15, 2021	SCORING by MPO RANKING by Selection Committee then PRIORITIZATION	Rachel
Urban Grants Program A funding mechanism focused on reinvesting and fortifying a community's existing transportation assets to maximize the public ROI	2024	August 1, 2021	NOT YET SOLICITED	Friday, October 15, 2021	SCORING by MPO RANKING by TAC Optional PRIORITIZATION by PB Optional	Kim or Stephen
Urban Rail / Highway Crossing Safety Projects Federal funds for safety enhancement projects at rail/highway at-grade crossings.	2022	WAIT FOR NDDOT SOLCITATION	NOT YET SOLICITED	??? DUE TO NDDOT PRIOR TO DECEMBER 31	APPROVAL ONLY	ANY
RTP: Recreational Trails Program Funding for both motorized and non-motorized recreational trail projects.	2022	~May 2021	NOT YET SOLICITED	~May, 30 2021	APPROVAL ONLY	Kim
PLI: Projects of Local Importance Projects which are locally important are funded 100% by local entities or through federal funding other than the typically MPO administered grants.	2022/2023	~June 2021		~June 30, 2021	PROJECTS INCORPORATED INTO TIP	Rachel

Updated: 6/3/2021 (RAD)

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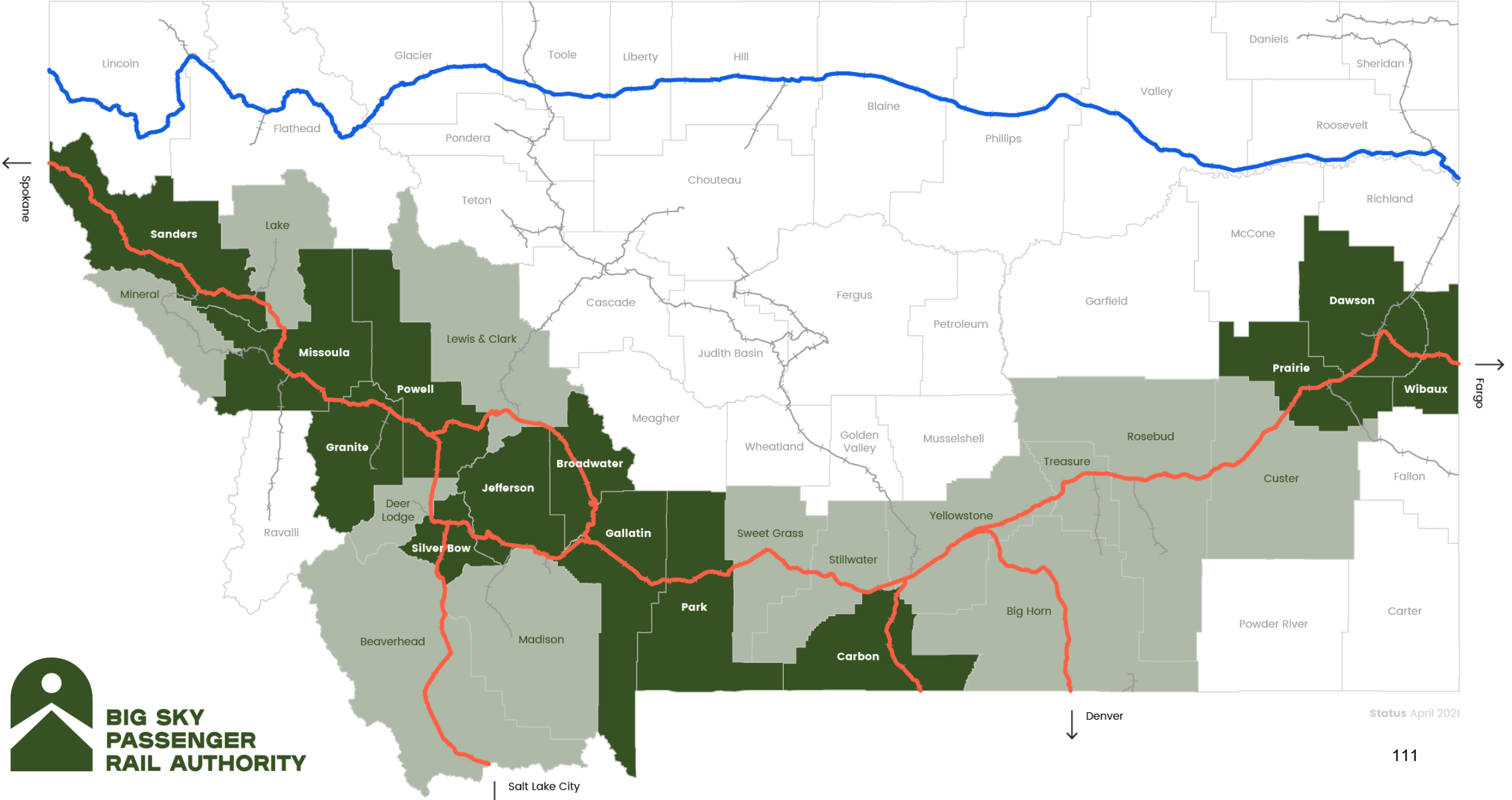


BSPRA



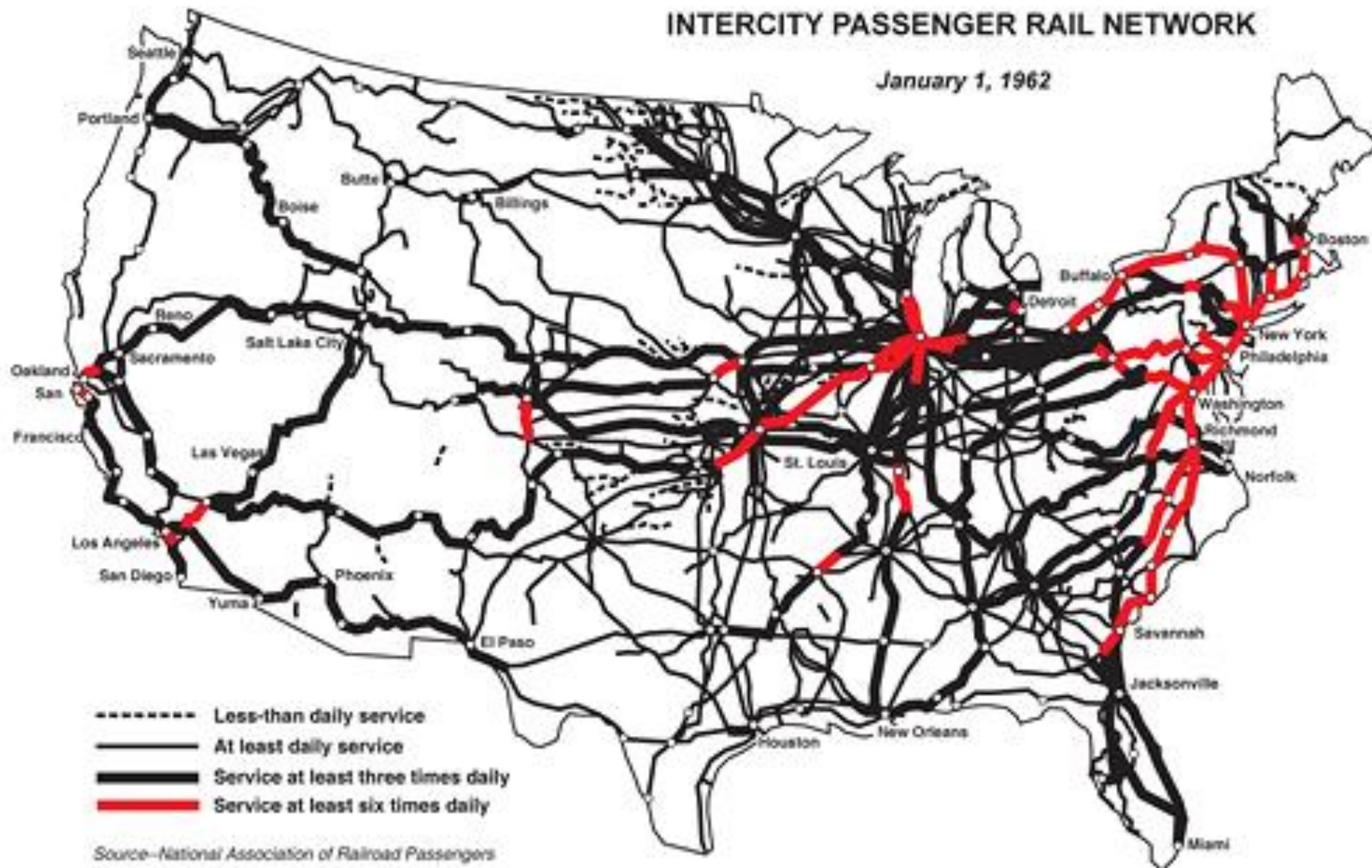
The BSPRA:

Further the health, safety, and economic prosperity of the region by advocating for rail as a public transportation option.



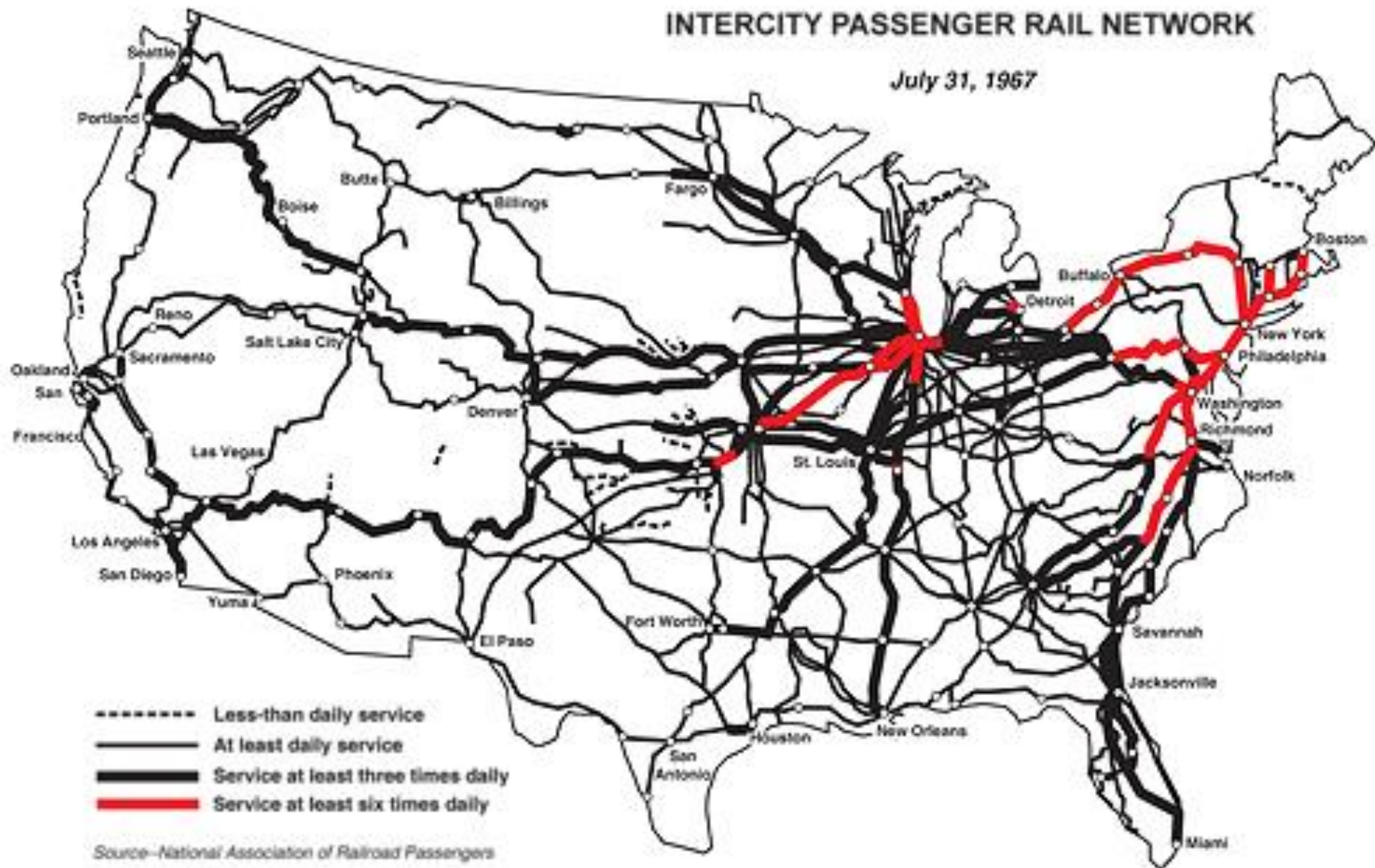
INTERCITY PASSENGER RAIL NETWORK

January 1, 1962



INTERCITY PASSENGER RAIL NETWORK

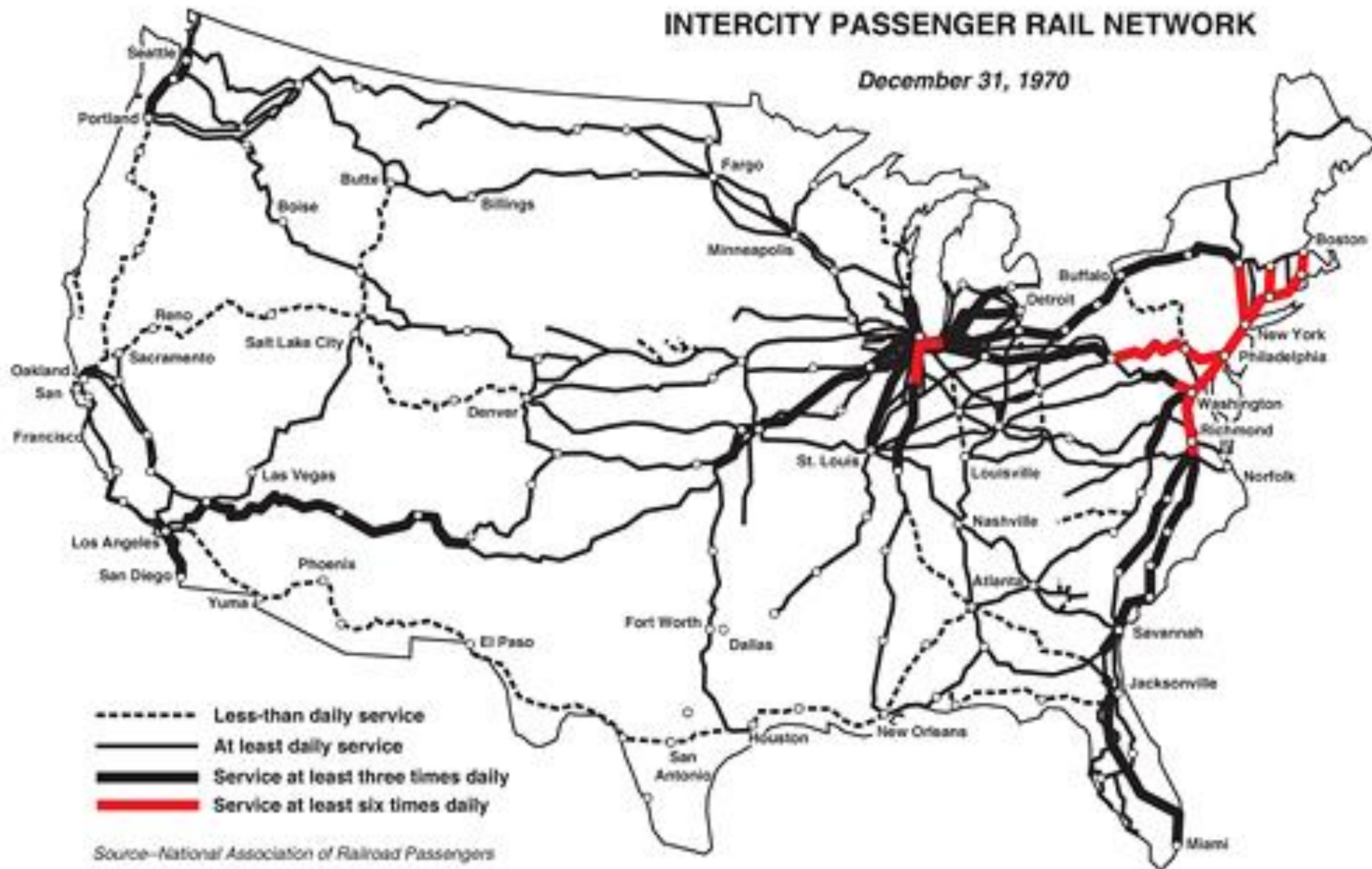
July 31, 1967



Source—National Association of Railroad Passengers

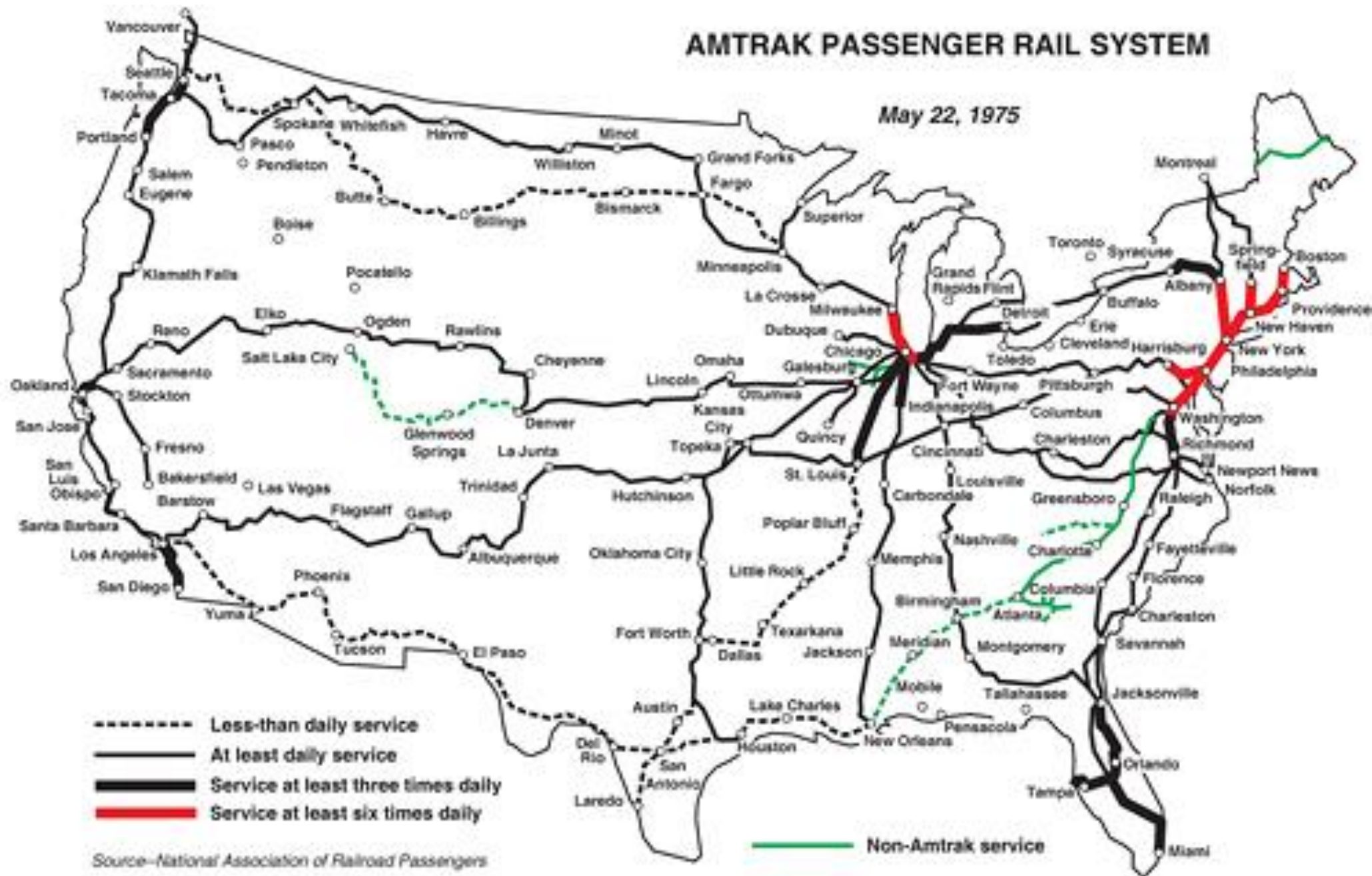
INTERCITY PASSENGER RAIL NETWORK

December 31, 1970



AMTRAK PASSENGER RAIL SYSTEM

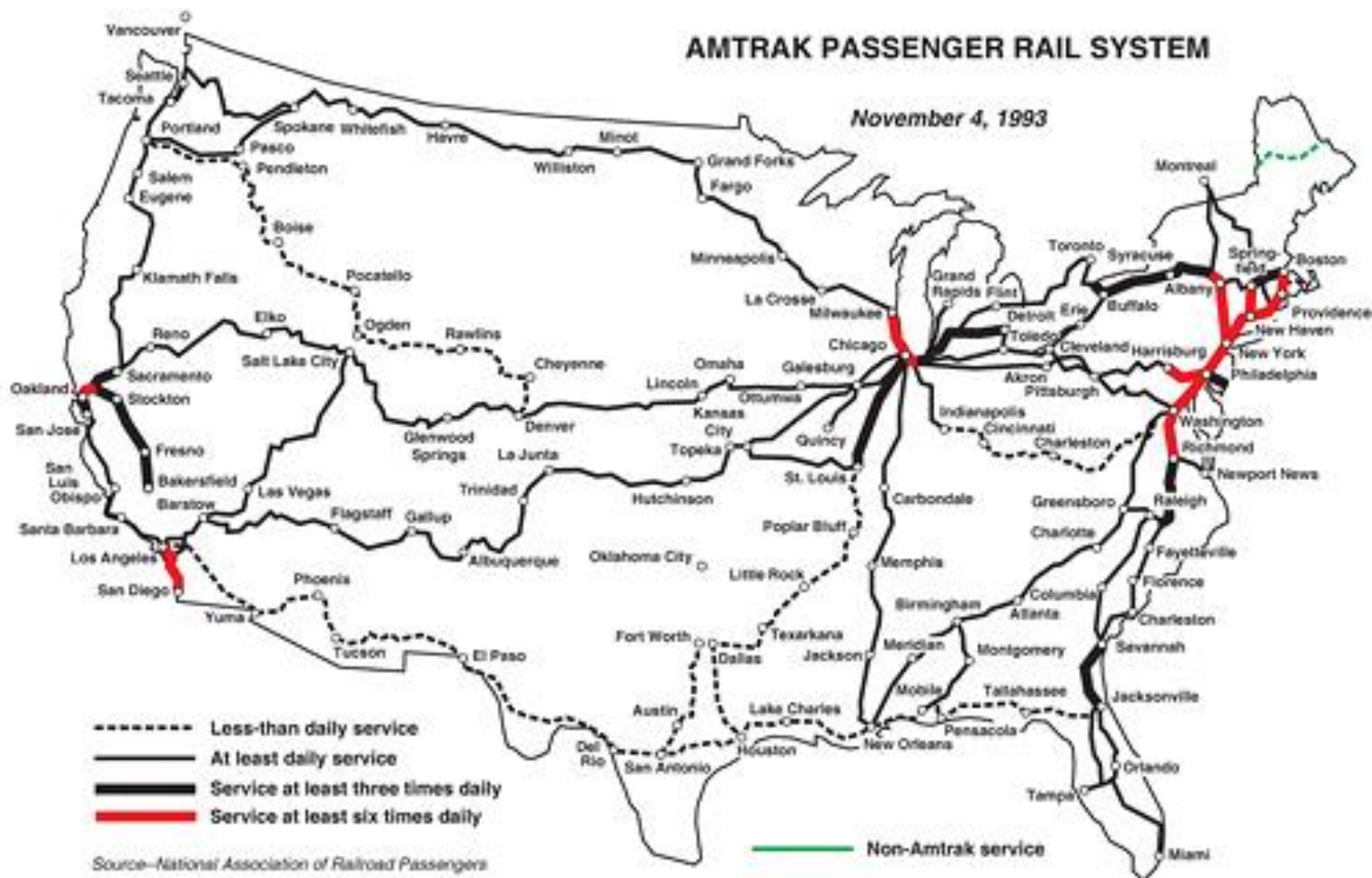
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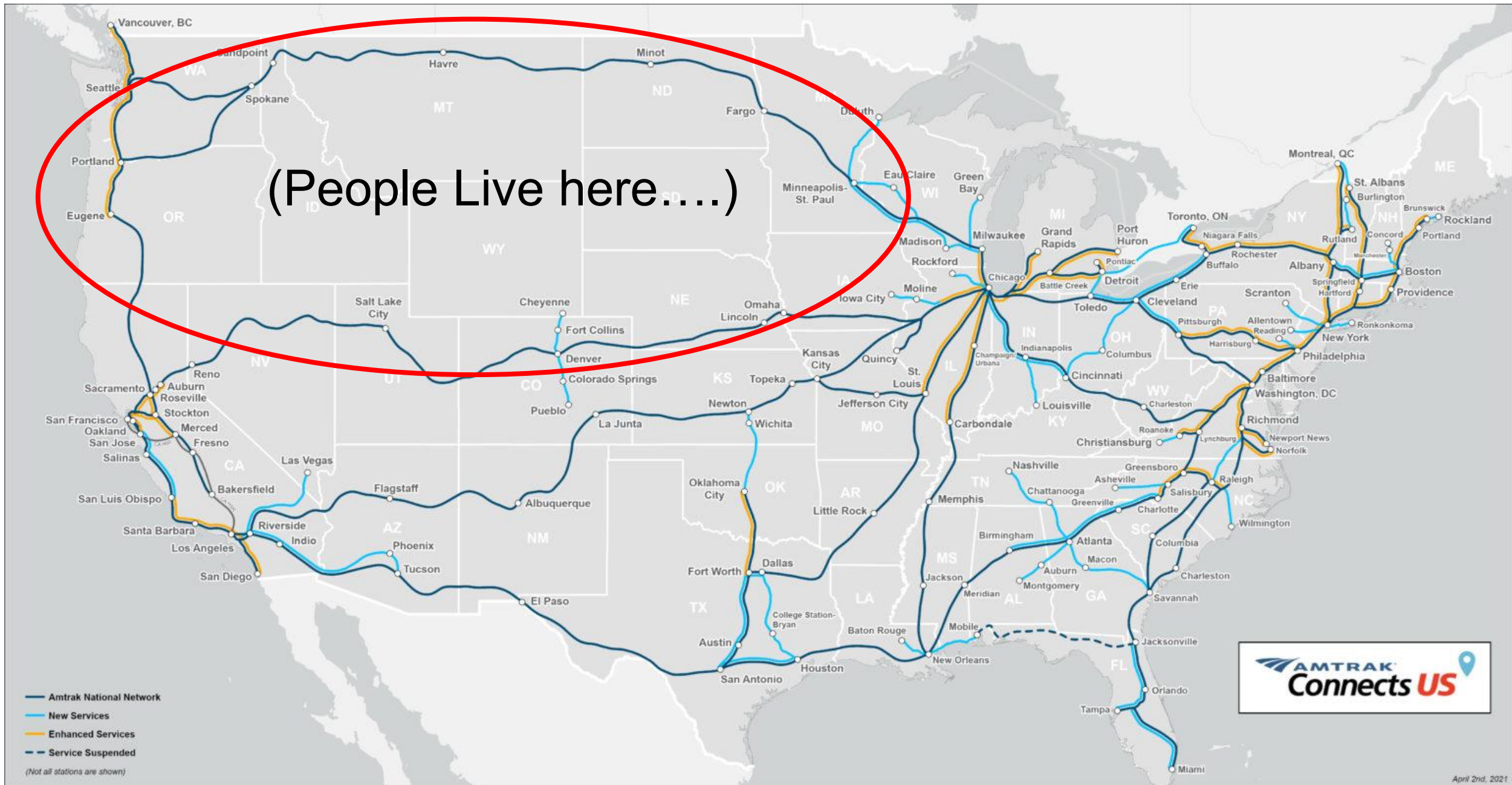
Source—National Association of Railroad Passengers

AMTRAK PASSENGER RAIL SYSTEM

November 4, 1993

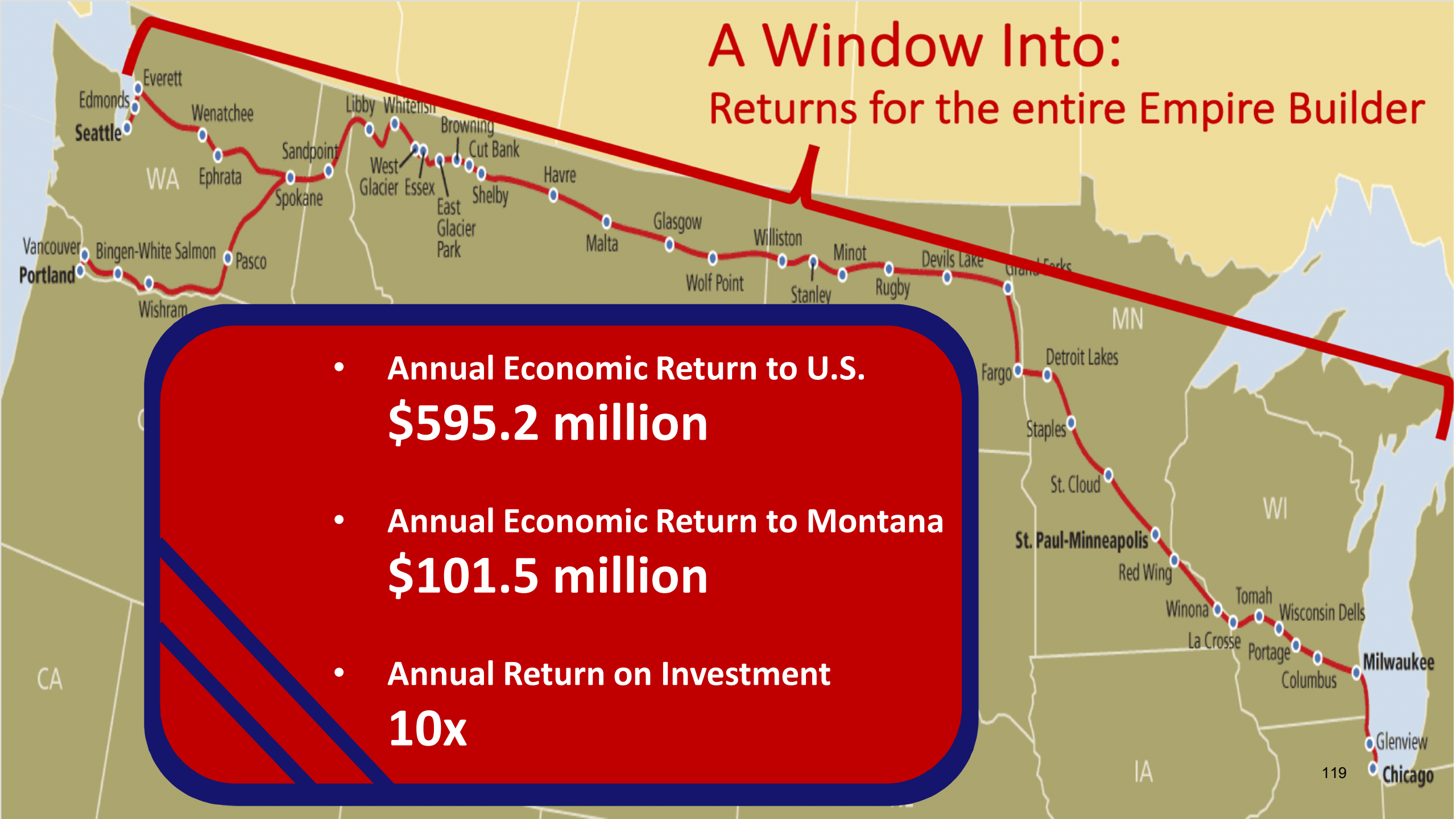






A Window Into: Returns for the entire Empire Builder

- Annual Economic Return to U.S.
\$595.2 million
- Annual Economic Return to Montana
\$101.5 million
- Annual Return on Investment
10x





Passenger Rail Service through Southern
Montana ended 42 years ago.

Together, we can bring it back.

www.bigskyrail.org



BSPRA



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BSPRA Members

Broadwater

Darrel Folkvord

Butte-Silver Bow

Shawn Fredrickson

Carbon

Scott Miller

Dawson

Jason Stuart

Gallatin

Scott MacFarlane

Granite

Elena Gagliano

Jefferson

Mary Hensleigh

Missoula

Dave Strohmaier

Park

Bill Berg

Powell

Terry Jennings

Prairie

Deanna Bockness

Sanders

Jerry McDonald

Wibaux

Edward Anderson

200 W. Broadway
Missoula, MT 59802
406.258.3200
hello@bigskyrail.org

June 4, 2021

RE: Bismarck-Mandan MPO Passenger Rail Questions

- 1) What would be the possible economic impacts of this proposal for the City of Mandan, the Bismarck-Mandan MPO region, and North Dakota as a whole?

We have not conducted a specific economic impact study for the restoration of the North Coast Hiawatha (NCH), yet. However, such an analysis has been completed by the Rail Passengers Association for the Empire Builder and it shows nearly \$600 million in economic benefit to the entire route and over \$100 million in Montana. Positive benefits from the NCH are anticipated to be at least as much and likely much greater than then Empire Builder due to the larger population centers through with the NCH will pass.

- 2) How many stops might be planned in North Dakota for the proposed passenger rail line?

It's too early to tell without a detailed service development plan. North Dakota local and state government can play an important role in helping shape this. It would be prudent to use station stop data from 1979 (when the NCH still operated) as a baseline for discussion, recognizing that what existed in the past may or may not be what we want to see in the future by way of station stops.

- 3) What times might be proposed for these stops?

A future service development plan (either conducted by Amtrak or the Federal Railroad Administration/U.S. DOT would address this. And local and state government would play an important role in determining this.

- 4) For how long might the proposed line stop at each location, especially at tourist locations?

A future service development plan (either conducted by Amtrak or the Federal Railroad Administration/U.S. DOT would address this. And local and state government would play an important role in determining this.

- 5) Do you have any ideas on how to accentuate rail traffic through North Dakota?

Marketing will be key, and this will require a team effort not only in North Dakota but all states serviced by the service. This should include convention and visitors bureaus, chambers of commerce, local governments and MPOs, state government, and other private and non-profit partners.

- 6) How would a proposed passenger rail line deal with the legal prioritization of freight trains?

While Amtrak has the statutory right to run on the host railroad lines, we are not proposing to merely add additional trains to the system without capital infrastructure investments that will accommodate both freight and passenger trains (e.g., additional double tracking, sidings, etc.). The BSPRA has engaged BNSF, Union Pacific, and Montana Rail Link in conversations about restored passenger rail service, and their position is neutral provided that infrastructure enhancements are made to avoid conflicts. This would work similar to other Amtrak long-distance routes across the country where passenger and freight rail coexist.

- 7) Is this project (and the corresponding federal dollars) focused on high-speed rail travel/passenger conveyance, or tourism, or both.

We are not focused on true “high speed rail,” but, rather, higher speed passenger rail, like the Empire Builder or other long-distance routes across America. The service will ideally serve both intra- and interstate needs. Hence, tourism is definitely part of the market that restored passenger rail service will capture, but also folks who are traveling within state for business or other reasons.

Greater Northwest Passenger Rail Service Restoration

Overview

Much of rural America is underserved by long-distance intercity passenger rail options. The March 31 [announcement](#) by Amtrak and the accompanying ConnectUs plan service map fails to recognize that shortcoming and bring passenger rail service to long overlooked communities in much of rural America, including the Greater Northwest, defined as Washington, Oregon, Idaho, Utah, Colorado, Wyoming, Montana, North Dakota, South Dakota, and portions of Minnesota and Wisconsin serviced by the Empire Builder.

For many years, Americans living in the Greater Northwest have not had good access to passenger rail services. The lack of service, loss of air service at smaller airports in this region, and the significant economic impact intercity passenger rail service can provide has fueled interest at the local, county, and state level in the Greater Northwest region to join forces to find innovative ways to move our people. These interests, loosely calling themselves the Greater Northwest Working Group, have been collaborating for over a year to support initiatives to return intercity passenger rail service to the Greater Northwest.

Amtrak's plan mimics long-distance airline routes—treating the Great Plains and the Rocky Mountain region as “flyover states.” However, the Greater Northwest Working Group understands something about passenger rail service that Amtrak has apparently forgotten. Passenger rail has multiple service capabilities that airlines cannot match. A single rail line—such as the Empire Builder does now—can simultaneously serve local, regional, and long-distance travel needs. The same train that safely transports passengers from Chicago to Seattle or from Salt Lake City to Portland can *simultaneously* carry local passengers to work, medical providers, or social events.

In 2008, Congress directed Amtrak to review several routes across the Greater Northwest as part of the Railroad Safety Enhancement Act of 2008 ([P.L. 110-432](#)). This included a review of the possible restoration of the Pioneer Line—the only intercity rail servicing Eastern Oregon, Southern Idaho and Northern Utah, and of the North Coast Hiawatha Line that had served much of the populated portion of Montana, and provided the only intercity rail service in southern North Dakota. In its study, Amtrak concluded, “[r]estoration of the Pioneer would enhance Amtrak's route network and produce public benefits.” At the time, now-Senate Finance Chairman Ron Wyden (D-OR) [noted](#) that it was critical to bring “back a passenger rail line that should never have been closed in the first place.” The study also proposed restoring the *North Coast Hiawatha* to its 1979 route. Despite that, the Pioneer and Hiawatha Lines were not restored.

When President Biden announced the American Jobs Plan would direct \$80 billion to passenger rail, Greater Northwest area residents regained hope that they might once again have access to the same intercity rail service that connects metropolitan areas in other parts of the country. Unfortunately, this hope was dashed on March 31 when Amtrak released its proposed service changes, once again neglecting areas like the Greater Northwest, and instead directing the majority of funding to the Northeast Corridor.

The participants in the Greater Northwest Working Group urge correction of this oversight so that we can reconnect our communities to the rest of Amtrak’s network and the country. With President Biden’s emphasis on “sparking the second great railroad revolution,” we believe it would be a drastic mistake if the people of the Greater Northwest were left behind.

Proposed Actions

We propose several congressional actions to begin the process of restoring passenger rail service to the Greater Northwest and other parts of rural America.

1. Coordinate action by the bipartisan group in Congress representing the core of this region to work toward restoring passenger rail service to the Greater Northwest.
2. Formalize the Greater Northwest Passenger Rail Working Group by legislation in the 117th Congress that authorizes up to ten such working groups. Modeled after the congressionally established Gulf Coast Working Group, to be convened by the Secretary of Transportation, the group will be charged to study and develop service development plans for the Pioneer, North Coast Hiawatha, and other routes within the Greater Northwest region as determined by the Working Group. The goal of the working groups is to make the overall system more robust and resilient with enhanced national long-distance rail connectivity and greater economic and social wellbeing of rural America.
3. Allocate 25% of any congressionally authorized funding to restore and revitalize passenger rail service in the United States for rural long-distance routes through a combination of reinvestment in existing long-distance routes and expansion of the national rural long-distance network. The rural long-distance funding will include full funding for restoration of both the Pioneer and North Coast Hiawatha routes.
4. Pass the Interstate Rail Compacts Advancement Act of 2021, which authorizes the formation of up to ten Interstate Passenger Rail Compacts/Commissions, modeled after the Southern Rail Commission, to carry the Working Group studies forward to implementation. The interstate commissions would be formed voluntarily from states who make application to the Secretary of Transportation.

Passenger rail can generate a myriad of economic, social, public health and other benefits that other modes of transportation cannot hope to produce. It is time that these benefits—now enjoyed by urban citizens—be extended in full measure to rural America.

Greater Northwest Passenger Rail Endorsers:

Big Sky Passenger Rail Authority City of Boise COMPASS All Aboard Washington
Utah Rail Passengers Association AORTA - Oregon All Aboard Minnesota
Transportation for America All Aboard Wisconsin Rail Passengers Association

Enabling Language:

SEC. **xxxxxx**. GREATER NORTHWEST PASSENGER RAIL SERVICE WORKING GROUP.

- (a) In General.—Not later than 90 days after the date of enactment of this Act, the Secretary of Transportation (Secretary) shall convene a working group on enhancing intercity and interstate rail passenger service in the Greater Northwest region, defined as the states of Washington, Oregon, Idaho, Utah, Colorado, Wyoming, Montana, North Dakota, South Dakota, and portions of Minnesota and Wisconsin serviced by the Empire Builder. Potential routes within the region include but are not limited to between Chicago, IL and Portland, OR/Seattle, WA through southern Montana; Denver, CO and Billings, MT, and points beyond; Salt Lake City, UT and Butte, MT, and points beyond; Salt Lake City, UT to Portland, OR; and interconnections among such routes. The routes to be considered should link and serve in common communities, large and small, across the states comprising the Greater Northwest region, furthering economic and social wellbeing of rural America while providing enhanced connectivity for the national long-distance passenger rail system.
- (b) Membership.—The working group convened pursuant to subsection (a) shall consist of representatives of—
 - (1) the Federal Railroad Administration (FRA), which shall serve as chair of the working group;
 - (2) Amtrak;
 - (3) the States along the proposed route or routes;
 - (4) regional transportation planning organizations and metropolitan planning organizations, municipalities, and communities along the proposed route or routes, which shall be selected by the Secretary;
 - (5) the Big Sky Passenger Rail Authority;
 - (6) tribal nations;
 - (7) railroad carriers whose tracks may be used for such service; and
 - (8) other entities determined appropriate by the Secretary, which may include other railroad carriers that express an interest in Greater Northwest service or passenger rail advocacy organizations.
- (c) Responsibilities.—The working group shall—
 - (1) advise the Secretary on the optimal means of implementing the restoration or expansion of intercity passenger rail service in the Greater Northwest region funded by the 117th Congress, including but not limited to restoration of the North Coast Hiawatha and Pioneer routes, with the purpose of optimizing the quality and ridership of such service;
 - (2) develop recommendations for how the FRA and Amtrak can work with local communities and organizations to develop activities and programs to continuously improve public use of intercity rail service in the Greater Northwest region; including multi-modal connection recommendations to the suggested rail services.
 - (3) beyond existing services and the restored or expanded service funded by the 117th Congress, identify and evaluate all feasible options for restoring and expanding intercity rail passenger rail service in the Greater Northwest region. These additional options for restored or expanded service may include appropriate connections with relevant destinations beyond the Greater Northwest region.

- (2) select preferred options for restoring or expanding such service;
- (3) develop a prioritized inventory of capital projects and other actions required to restore such service and cost estimates for such projects or actions; and
- (4) identify Federal and non-Federal funding sources required to restore such service, including options for entering into public-private partnerships to restore or expand such service.

(d) Report.—Not later than 12 months after the date of enactment of this Act, the working group shall submit a service development plan(s) to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives that Includes—

- (1) the preferred options selected under subsection (c) (2) and the reasons for selecting such option;
- (2) the information described in subsection (c) (3);
- (3) the funding sources identified under subsection (c) (4);
- (4) the costs and benefits of restoring intercity rail passenger transportation in the region; and
- (5) any other information the working group determines appropriate.

(e) Funding.—From funds made available under section **xxxxxx**, the Secretary shall provide—

- (1) financial assistance to the working group to perform requested independent technical analysis of issues before the working group; and
- (2) administrative expenses that the Secretary determines necessary.

Funding language:

The Greater Northwest Working Group.—Of the total amount made available to the Office of the Secretary of Transportation and the Federal Railroad Administration, for fiscal year 2022, \$7,000,000 shall be used to convene the Greater Northwest Passenger Rail Service Working Group established under section **xxxxxx** of this Act and carry out its responsibilities under such section.