

TO: Bismarck-Mandan Metropolitan Planning Organization Policy Board

FROM: Rachel Lukaszewski, MPO Executive Director

DATE: May 8, 2023

RE: Policy Board Meeting

There will be a meeting of the Bismarck-Mandan MPO Policy Board on **Tuesday, May 16, 2023, at 1:30 PM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Building at 221 N 5th Street, Bismarck, ND. The agenda is outlined below.

The City of Bismarck and Policy Board members are encouraging citizens to provide their comments for public hearing items on the Bismarck-Mandan MPO 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.

Any of the 5 (five) Policy Board members can 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 Policy Board](http://MPOPolicyBoard).

AGENDA

1. MINUTES
Review and Possible Approval of Minutes from April 18, 2023 Meeting 3
2. EAST MAIN AVENUE CORRIDOR STUDY – Scott Harmstead, SRF
Progress Report (Exhibit A) 11
Final Study Presentation (Exhibit B) 13
East Main Avenue Corridor Study Executive Summary (Exhibit C) 29
<https://www.bismarcknd.gov/DocumentCenter/View/42277/East-Main-Avenue-Corridor-Study-Draft-Final-Report>
ACTION ITEM: East Main Avenue Corridor Study Final Report
3. FY 2024 RECREATIONAL TRAILS PROGRAM (RTP) APPLICATIONS – Kim Riepl, MPO
Summary Sheet (Exhibit D) 51
Bismarck Parks and Recreation District Cross Country Ski Trail Groomer Project (Exhibit E) . 53
Morton County Parks Valerie Entzel Memorial Park Project (Exhibit F) 65
ACTION ITEM: FY24 RTP Applications
4. CONSOLIDATED PLANNING GRANT (CPG) FORMULA – Rachel Lukaszewski, MPO
Potential CPG Formula Options and Scenarios (Exhibit G) 75
ACTION ITEM: Preferred CPG Formula Option
5. SUNSET DRIVE CORRIDOR STUDY – Adam McGill, KLJ
Progress Report (Exhibit H) 79

6. ARRIVE 2050 FORECAST/ARRIVE 2050 MTP – Jason Carbee, HDR Progress Report (Exhibit I)	81
7. 2022 TRANSIT DEVELOPMENT PLAN – Bill Troe, SRF Progress Report (Exhibit J)	83
8. 2023 ORTHO-CONTOUR PROJECT – Miles Strain, 95West Progress Report (Exhibit K)	85
9. NOTICE OF TIME EXTENSION FOR ATAC 2021 TDM ADDENDUM – Rachel Lukaszewski, MPO	
10. OTHER BUSINESS	
11. ADJOURNMENT	

Next scheduled Policy Board meeting is on 06/20/2023. 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>
East Main Avenue Corridor Study	98	06/30/2023
Sunset Drive Corridor Study	99	08/31/2023
Arrive 2050 Forecast/Arrive 2050 MTP	16	03/31/2025
2022 Transit Development Plan	70	12/31/2023
2023 Ortho-Contour Project	19	02/29/2024

Common MPO Acronyms

ATAC: Advanced Traffic Analysis Center	NDDOT: North Dakota Department of Transportation
CPG: Consolidated Planning Grant	TAZ: Traffic Analysis Zone
FHWA: Federal Highway Administration	TDMSE: Travel Demand Model & Socioeconomic Data
FTA: Federal Transit Administration	TIP: Transportation Improvement Plan
MTP: Metropolitan Transportation Plan	UPWP: Unified Planning Work Program

A full list of common MPO acronyms may be accessed online
<https://www.bismarcknd.gov/DocumentCenter/View/37890/MPO-acronyms>

**BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
APRIL 18, 2023**

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board met on April 18, 2023, at 1:30 p.m. in the Tom Baker Meeting Room, City/County Building, 221 N 5th Street, Bismarck, ND. Chair Tim Helbling presided.

Members present or participating via Zoom were Mike Schmitz, Steve Schwab, Tim Helbling, and Carrie Praska. Member absent was Andy Zachmeier.

Others present or attending via Zoom were Kim Riepl, Rachel Lukaszewski, and Stephen Larson of the Bismarck-Mandan MPO; Michael Connelly, Bismarck City Commission; Deidre Hughes, Bis-Man Transit; Jason Carbee, HDR; Miles Strain, 95West Aerial Mapping; Eavan Moore, SRF Consulting; and Jamie Olson, KLJ.

CALL TO ORDER

Chair Helbling called the April 18, 2023 meeting of the Bismarck-Mandan Metropolitan Planning Organization Policy Board to order.

MINUTES

Chair Helbling called for a motion to approve the minutes of the March 21, 2023 Regular Meeting of the Policy Board.

MOTION: Mr. Schmitz made a motion to approve the minutes of the March Regular Meeting. Mr. Schwab seconded the motion and with Carrie Praska, Steve Schwab, Mike Schmitz, and Chair Helbling voting in favor, the minutes of the March 21, 2023 Regular Meeting were approved.

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Mr. Larson presented. This month the MPO processed two amendments to the 2023-2026 TIP. The amendments were advertised for the required 15-day comment period, and no public comments were received. A public hearing was also held at yesterday's TAC meeting, and no comments were received. The first amendment, Exhibit A, is to remove a project from the TIP for work on the Weigh in Motion Site and Automatic Traffic Recorder at Bismarck Expressway/ND 810. This project is being removed because North Dakota Department of Transportation (NDDOT) pulled this location from their statewide project. The location may be added to a future NDDOT project. The second amendment, Exhibit B, is a project for the reconstruction of Burleigh County's 66th Street from Apple Creek Road to Northgate Drive. The amendment increases the cost estimates for the project and adds an additional source of federal funds (Bridge funds) Burleigh County is now receiving for the project. TAC recommended approval of the amendments as presented.

MOTION: Mr. Schmitz made a motion to approve the 2023-2026 TIP Amendments as presented. Mr. Schwab seconded the motion and with Carrie Praska, Steve

Schwab, Mike Schmitz, and Chair Helbling voting in favor, the motion was approved.

BISMARCK 19TH STREET AND CENTURY AVENUE PROJECT CHANGE

Mr. Larson presented. The City of Bismarck is requesting changes to an existing safety project at 19th Street and Century Avenue, project 26.1.01 in the TIP in funding year 2026. NDDOT has requested the MPO approve Bismarck's project change and the updated scope of work. The original project was to remove the negative offset of the east/west left turn lanes at 19th and Century. During the preliminary engineering for this project, the City of Bismarck discovered the north/south left turn lanes also have a negative offset and they want to add the necessary work to correct this issue. If this request is approved, the revised cost estimate and scope of work will be shown in the TIP administratively. TAC recommended approval of the change as presented.

MOTION: Mr. Schwab made a motion to approve the Bismarck 19th Street and Century Avenue Project Change as presented. Mr. Schmitz seconded the motion and with Carrie Praska, Steve Schwab, Mike Schmitz, and Chair Helbling voting in favor, the motion was approved.

EAST MAIN AVENUE CORRIDOR STUDY

Ms. Riepl provided a study update. The final public input meeting for the study was held on March 6. Although the meeting was lightly attended a significant amount of feedback was collected through an online survey. The comment period for this survey ended March 21. The draft final report was distributed for comment, and SRF has since addressed those comments and prepared the final report. The final study report will include issues and needs, alternatives analysis, and information on project phasing, stormwater, and locally feasible alternatives. The final report will be presented at Bismarck City Commission on April 25 and pending their acceptance it will go to TAC and Policy Board for approval in May.

SUNSET DRIVE CORRIDOR STUDY

Ms. Olson provided a study update for KLJ. She summarized the results of the public engagement KLJ conducted for the study. Public meetings were held on March 9 and the comment period for the study survey showing different corridor alternatives concluded on March 23. About 2,200 people visited the project website and 112 people took the survey. Three corridor alternatives were presented for both the north and south segments of the corridor, plus options were shown for the 27th Street intersection. Opinion was fairly divided on both the north and south segments, while opinion on the 27th Street intersection was generally supportive of a roundabout. More information on the survey results is provided in Exhibit F of the packet and will also be included in the final study report (which is near completion).

ARRIVE 2050 FORECAST/ARRIVE 2050 MTP

Mr. Carbee provided a study update for HDR. They are still working in the Arrive 2050 Forecast portion of the project, working to understand where and in what order growth in population, employment, and households is going to take place in the

Bismarck-Mandan MPO area. Workshops with the planners and engineers for the local jurisdictions were held on April 14 to help with these projections. The projections will be built into the Travel Demand Model (TDM), which in turn will inform the Metropolitan Transportation Plan (MTP). More coordination with the jurisdictions will be forthcoming, and the MTP is expected to start after the Arrive 2050 Forecast is completed sometime this summer.

2022 TRANSIT DEVELOPMENT PLAN (TDP)

Ms. Moore provided a study update for SRF. She shared the slides that were presented at the most recent TDP public meetings held on April 10. The meetings focused on Bis-Man Transit's financial outlook. Transit has been experiencing an annual operating deficit for at least several years now. The COVID funding Transit received has helped, but it is now exhausted. The current TDP is looking at solutions to address Transit's funding deficit. Currently, Transit is sitting at about \$4 million in reserves, which is the minimum amount they need in their operations account (since they must pay operating costs up front before receiving reimbursement from federal and local sources). The projected annual deficit through 2029 is \$1.35 million, which means Transit's operating account would be drained by 2026 if current projections hold. Transit has been attempting and continues to attempt to address the funding shortage using a variety of means, including federal and private grants, expanding outreach and advertising, discussing fare increases, and more.

The current TDP is looking at ways Transit could save money, but anything short of drastic reductions in the existing services Transit provides would only provide modest results relative to Transit's shortfall. SRF is also looking at ways Transit could increase revenue, and most of these would need to come from local sources. They will be careful to look at what the impacts of any changes would be, who would be impacted by those changes, and how effective those changes would be at addressing Transit's revenue gap. The benefits that transit services provide to the Bismarck-Mandan community are also important to consider. Ms. Moore presented four different service options considered at the public meetings. The first was a no-change option, with fixed-route, paratransit, and after-hour service all maintained. The second option involved keeping fixed-route and paratransit the same but making reductions to after-hours service. The third option would switch all service to demand response (rides would need to be reserved at least one day in advance), and the fourth option would remove fixed route and after-hours and only do paratransit (this would significantly cut expenses but also reduce federal grant revenue significantly). Based on public feedback, there is no desire to look at the third or fourth options. The first option received the most support, and the second option received support, but with caution attached. None of the four options would significantly reduce Transit's funding shortage by itself.

The additional funding sources for Transit that are currently being considered include property tax (there are additional mills that could be put towards Transit in both Bismarck and Mandan which would address Transit's funding shortage but also max out the property tax levy) and an incremental increase in the Bismarck sales tax (an increase of 0.10% would generate \$1.6 million annually). These options are the most promising possibilities. SRF compared the Bismarck-Mandan community's investment in public

transportation per capita versus Minot, Fargo, and Grand Forks, and found that the other metropolitan areas in North Dakota have a higher investment per capita than Bismarck-Mandan, which could be used as an argument for increasing Bis-Man Transit's funding. SRF has also investigated converting Transit's heavy-duty buses into a fleet of smaller, lighter vehicles. Doing this would save Transit about \$100,000 a year and broaden the pool of drivers Transit could hire, but a disadvantage of this is that the smaller vehicles cannot be in service for as much time as a heavier vehicle and so would need to be replaced more often and would require more maintenance as they age.

Ms. Moore closed by pointing to some of the benefits transit service provides to the community. The jobs in the community that are supported by Transit, both directly and indirectly, and the resulting income spent within the community, are a significant part of this equation. SRF is working on creating numbers to support the benefits Bis-Man Transit provides.

Mr. Schmitz noted when talking property taxes, the rates should be shown in dollars instead of mills, for the sake of the public's understanding. He believes the State Legislature is going to require this soon anyway. Ms. Moore made note of this.

Mr. Schwab asked if it is the government's responsibility to pay for people to get into work. He said he sees a lot of nearly empty transit buses driving around and wonders how many jobs Bis-Man Transit supports. He does not believe it is possible to have service that reaches everybody. Mr. Schmitz said the service is essential and we do not have a service that reaches everyone now, but the existing service is vital to certain segments of the population especially those who do not drive. Mr. Schwab asked if there is any rumor of a cab company coming to Bismarck, Mr. Schmitz said no, it would be great to have one but unfortunately that would not solve this issue.

Mr. Schwab said he does not think tax increases would go over well. Mr. Schmitz said he wants to see the tax increases converted into dollars to make them understandable, to begin with. He has heard many times from people how critical transit service is, and Bis-Man Transit's funding gap needs to be addressed. But he thinks this may have to come from the expense and ridership side as well as the revenue side.

Mr. Helbling asked about the total number of rides transit offers per year. Ms. Moore noted the number is 80,000 for fixed-route service and about the same or a little more for paratransit. Mr. Helbling said by his calculations that would run to about \$43 per ride and he wonders if there are less expensive options. He wonders if transit ridership should be providing more of the cost for rides. He understands this would be more difficult for paratransit, but he thinks the riders should contribute more and transit service is important. He mentioned the possibility of eliminating a couple of routes if they are not being utilized.

Mr. Schmitz said all those things should be considered to find solutions. He agrees with the other board members that the problem cannot solely be solved by pulling more funding from the municipalities. He thinks saving money on smaller buses needs to be looked at closely.

Mr. Helbling asked if paratransit serves multiple riders at a time, or just one rider at a time. Ms. Hughes confirmed transit was doing only one at a time during COVID, but now they are back to serving multiple riders at a time. Transit works to operate paratransit as efficiently as possible.

Mr. Helbling asked if hospitals might be another source of revenue for Transit since many riders are likely going to and from medical appointments. Ms. Moore said a similar question was brought up at TAC, and the idea of reaching out to social services organizations, medical facilities, and similar places to see if they would consider contributing to transit services based on the benefits they receive will be considered. Mr. Helbling agreed with Mr. Schmitz that transit service is important, and options will need to be explored to make it a success and address funding.

2023 ORTHO-CONTOUR PROJECT

Mr. Strain provided a project update for 95West Aerial Mapping. He said 95West is based out of Grand Forks, North Dakota, and they also have a processing office in Wyoming, Minnesota. They will be handling the data from acquisition to delivery since they are a full-service firm for these kinds of projects. They will be able to capture the orthophotography and lidar simultaneously with the technology they have available.

Mr. Helbling asked when 95West plans to begin collection, since snow is still not melted, and the imagery will need to be captured before the trees are in leaf. Mr. Strain said they will be meeting with the MPO and stakeholders on April 20, and they are monitoring ground conditions in the Bismarck-Mandan area with the help of their subconsultant SEH. They are monitoring both the snow and potential overland flooding. He expects the collection will take place the first or second week of May.

2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Mr. Larson explained this month the MPO completed one administration modification to the 2023-2026 TIP. Modifications are used for minor changes to the TIP, and they do not need to be advertised or opened for public comment. The modification, Exhibit I, is a project for the construction of a shared use trail on the east side of ND 6 in Mandan from 19th Street SE to Heart River Bridge. The project is being moved from funding year 2024 to 2023, while all other project details remain unchanged. The project was moved because NDDOT believes the project may be ready for bidding in 2023. If this proves not to be the case, the project can be moved back to 2024.

2020 CENSUS URBANIZED AREA BOUNDARIES

Ms. Lukaszewski presented. The 2020 Census results have been published and the Census Bureau has now released their urbanized area boundaries (UZAs). UZAs are approximate estimations of where urban growth will take place over the next twenty years. There is a process now underway where MPOs and local jurisdictions can suggest changes to the UZAs. NDDOT has reached out to the MPO to begin this process. The City of Lincoln was not included within the Census Bureau UZA, so that is one correction that the MPO plans to make. The deadline to send UZA corrections to NDDOT is June 1, so the MPO will be working with its local jurisdictions on that over the next few weeks. The final UZA boundaries will be established by September 1, so the MPO expects the final boundary to go to local boards and to TAC and Policy Board before that date.

Along with the UZA update, the MPO is also going to be working with NDDOT to update the functional classification system. Functionally classified roadways are

eligible for federal funding, so the MPO will be working with NDDOT and its jurisdictions over this year to update functional class for the region.

CPG FORMULA UPDATE

Ms. Lukaszewski explained MPO staff met with the other North Dakota MPOs and NDDOT on March 13 at the quarterly MPO Directors Meeting. At the meeting NDDOT let the MPOs know of upcoming changes to the Consolidated Planning Grant (CPG) formula, changes that have been imminent for some time. The CPG funds the federal portion of MPO operations and is managed by NDDOT. In the past the CPG has been divided between the three North Dakota MPOs using an agreed upon formula, with a base amount and then a population-based calculation. NDDOT has been communicating with the Federal Highway Administration (FHWA) who serves as NDDOT's federal oversight for the CPG. Based on these discussions there are several changes being made. NDDOT is being directed to only have one CPG open per year, and to help the MPOs spend that funding in a more predictable manner.

The Bismarck-Mandan MPO currently has a surplus of CPG funds and is operating out of the 2021 CPG while the other MPOs are operating in their 2022 and 2023 CPGs. At the beginning of 2024, Bismarck-Mandan's surplus will be reabsorbed by NDDOT (the funding will still be accessible, but it will no longer be earmarked to Bismarck-Mandan specifically), and all MPOs will start operating out of the 2024 CPG. The CPG formula will be revised and will include Minot since Minot is now an MPO. Any MPO that has special funding needs can request to use available surplus funds through NDDOT. The MPO's contract and budget with NDDOT will be changed from a two-year to a one-year contract. This contract will be tied directly to the CPG. Any 2024 funds, or funds in subsequent years, that the MPO does not use will be reabsorbed by NDDOT.

Because of these changes the MPO no longer needs to find extra studies to spend down its surplus. The process going forward can be more selective. Ms. Lukaszewski showed the board some preliminary ideas the North Dakota MPOs have for a new CPG formula and noted the Bismarck-Mandan MPO's annual funding would change very little between the options being considered. Ms. Lukaszewski is comfortable with the annual funds the MPO would receive under any of the potential new formulas and the amounts would align with historic Bismarck-Mandan MPO funding levels prior to the new transportation bill (IIJA). The IIJA raised transportation funding levels significantly, so the CPG has recently been higher than usual. TAC and Policy Board will have the opportunity to act on a new CPG formula in May and send a recommendation to NDDOT. NDDOT will have final say on the formula but will consider MPO board feedback. If the MPO boards all agree on a formula, that would likely be selected.

RECREATIONAL TRAILS PROGRAM UPDATE

Ms. Riepl presented. She explained the Recreational Trails Program (RTP) is an 80/20 matching grant program providing funding for both motorized and non-motorized recreational trails projects in North Dakota. Funding awarded varies from \$10,000 to \$250,000. Applicants can find information on the program by accessing the North Dakota Parks and Recreation District (NDPRD) website (www.parkrec.nd.gov). The 2024 fiscal year RTP solicitation is open, and NDPRD's application deadline is April 28.

Bismarck-Mandan MPO area projects need MPO approval. Applicants should inform the MPO of their intention to apply, and they can indicate on the application form that MPO approval is pending. Applications should be submitted to NDPRD by April 28, and then those applications will be brought to TAC and Policy Board for consideration in May. NDPRD has approved this process and may change its application form in future to make it clearer. Ms. Riepl sent the RTP solicitation out to local jurisdictions in early April, and she is aware of two potential applications at this time.

ADJOURNMENT

There being no further business, Chair Helbling declared the meeting adjourned at 2:25 p.m.

The next scheduled meeting will take place May 16, 2023, at 1:30 p.m. in the Tom Baker Meeting Room in the City/County Building, 221 N 5th St, Bismarck.

Respectfully submitted,

Stephen Larson
Recording Secretary

APPROVED:

MPO Policy Board Chair

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PROGRESS REPORT

SRF COMM. NOS.	14186
PROGRESS REPORT NO.	15
DATE	May 2, 2023

REPORTING PERIOD	April 2023
PROJECT NAME	Bismarck E Main Ave Corridor Study
PREPARED BY	Scott Harmstead – SRF

PROBLEMS ENCOUNTERED/ITEMS OF CONCERN

Project Issues/Concerns

NA. Contract executed 2/14/22

TASK PROGRESS – SCHEDULE/BUDGET SUMMARY

TASK	PERCENT COMPLETE	NOTES	STATUS
Phase 1 – Baseline Input	100%	Traffic data collection complete. Existing operations analysis via VISSIM complete. ATAC has completed existing and future model runs, currently under SRF review. Issues and Needs memorandum to be combined with Existing Conditions memorandum. Memo finalized (combined with Memo in Phase 2).	On Schedule
Phase 2 – Issues and Needs	100%	VISSIM model further developed and 2045 no-build model complete. Issues and Needs memorandum to be combined with Existing Conditions memorandum. Memo finalized (combined with Memo in Phase 1).	On Schedule
Phase 3 – Alternative Development	100%	Apex Engineering has developed cross sections and layouts for three alternatives for each segment (three segments total), property redevelopment concepts developed by SRF. Apex developed alternative cost estimates.	On Schedule
Phase 4- Alternative Analysis	100%	3-lane VISSIM model and results completed for three corridor alternatives. Draft of Alternatives Analysis memorandum developed and posted on project website (About page). Alternatives Analysis memorandum finalized.	On Schedule
Phase 5 – Finalization and Implementation	97%	Apex Engineering developed preferred alternatives, funding options, and storm water evaluation/City utility assessment. Final report developed and revised. Draft Executive Summary to be submitted week of 5/2/23	On Schedule
Engagement	100%	Issues and Needs and Alternative Corridor Improvement stakeholder open houses and public meetings complete. SRC meetings completed. Alternative improvements survey completed. Final public meeting held March 6.	On Schedule
Project Management	99%	Client check-ins, progress reports, internal coordination	On Schedule
Total	98%		On Schedule

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An aerial photograph of a city street intersection, likely East Main Avenue in Bismarck. The image shows a multi-lane road with traffic, surrounding commercial buildings including a McDonald's and a 'vUE' store, and various street signs. A semi-transparent white rectangular box is centered over the middle of the image, containing the title text.

Final Study Overview MPO TAC & Policy Board

East Main Avenue Corridor Study

Bismarck-Mandan MPO & City of Bismarck



Study Purpose & Need

Purpose

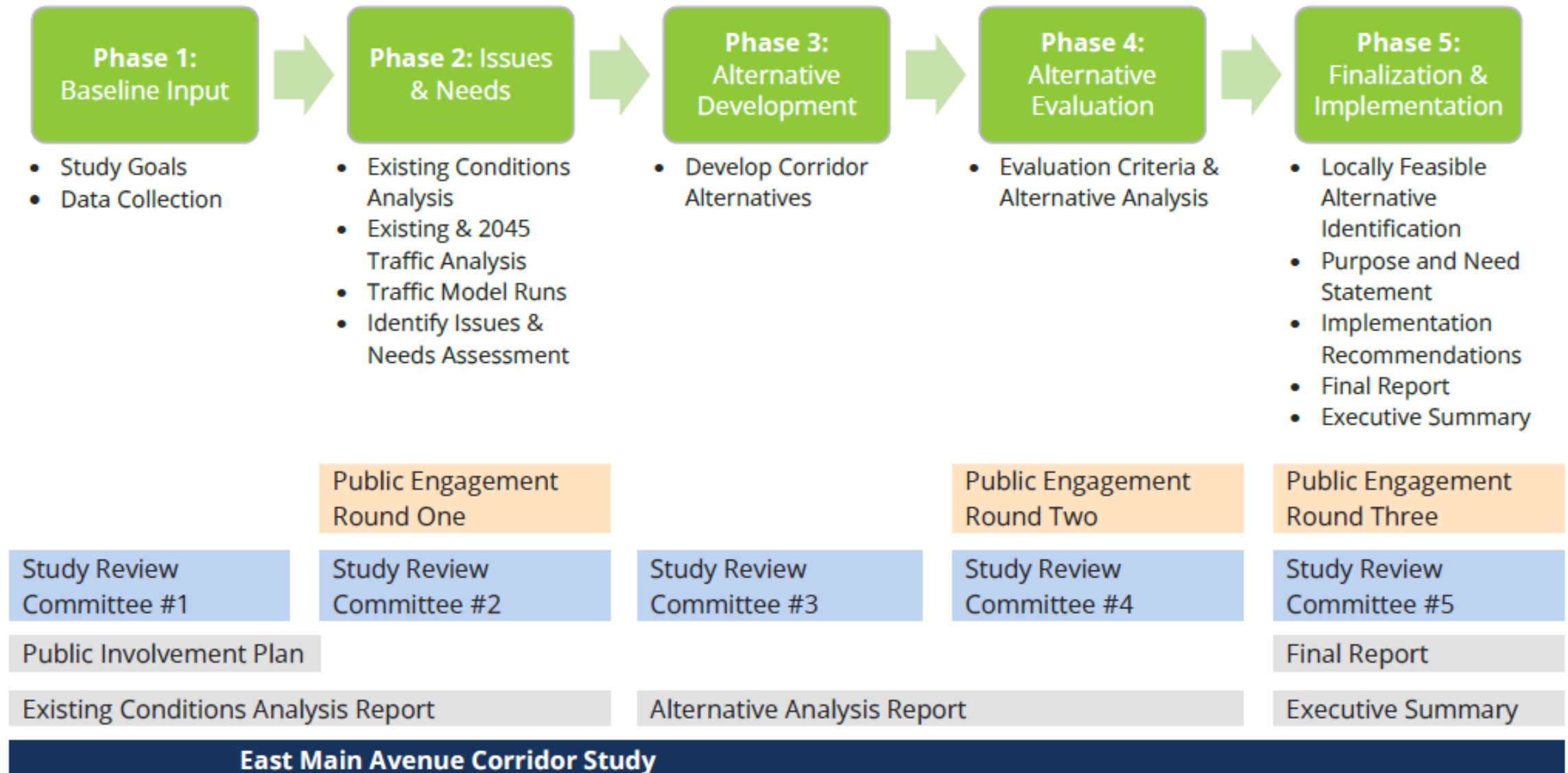
The purpose is to achieve the following goals for East Main Avenue, from 7th Street to 26th Street, in the year 2045:

- Improve the aging corridor pavement
- Ensure all modes of transportation are safely and comfortably accommodated
- Support economic development opportunities
- Minimize detrimental impacts to adjacent corridors
- Image as a gateway to Bismarck/Downtown

Need

- Pavement deterioration
- Snow control/maintenance
- Safety concerns throughout corridor – crash history, access, pedestrian, & bike
- Pedestrians and bikes– gaps & comfort
- Access to transit
- Environmental justice populations – access & mobility needs
- Maintain freight access
- Redevelopment accommodation/ economic development pressure
- Improve corridor image

Study Process

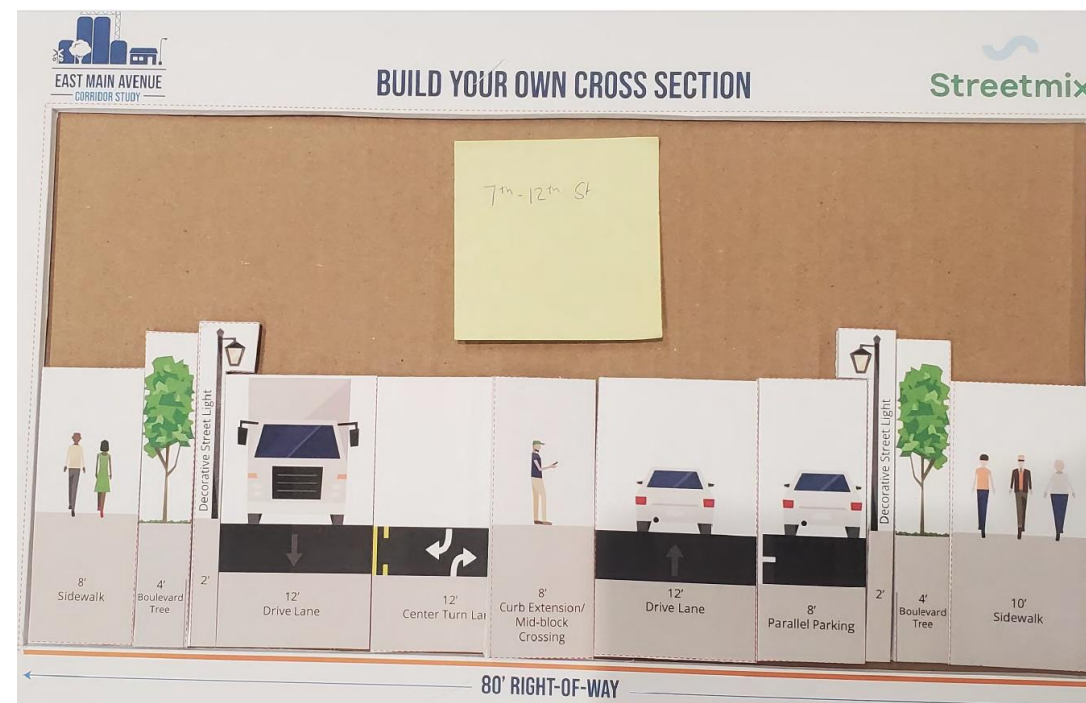
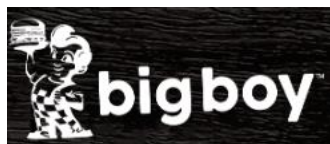


○ Steering Committee

- Dean Schloss, NDDOT
- Deidre Hughes, Bis-Man Transit
- Daniel Nairn, City of Bismarck Planning
- Glen Hellebust, Prairie Farms Dairy, Inc.
- Kate Herzog, Bismarck Downtowners
- Mark Berg, City of Bismarck Engineering
- Michael Mart, City of Bismarck Engineering
- Ranae Tunison, FTA
- Kristen Sperry, FHWA
- Wayne Zacher, NDDOT
- Kimberly Riepl, BMMPO

17 Feedback Opportunities

- Summer and fall 2022 in-person meetings:
 - Property & Business Owner Open Houses
 - Community Workshops
- Stakeholder Interviews
- Online Input Map
- Survey





Corridor Improvement Survey

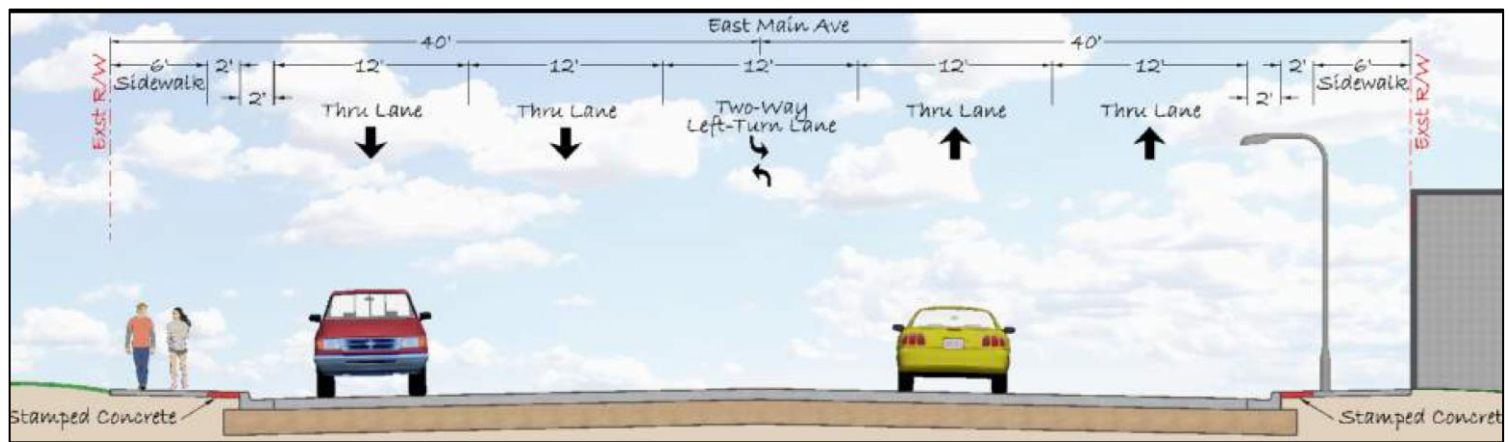
Group	Primary Interests
Corridor Business Owners & Employees	• Vehicular mobility • Property access • Freight • Snow control
Commuters	• Vehicular mobility • Safety (vehicles)
Social Service Organization Clients	• Safety (pedestrians, bikes, and vehicles) • Pedestrian access and mobility • Bike access and mobility

Issues & Needs

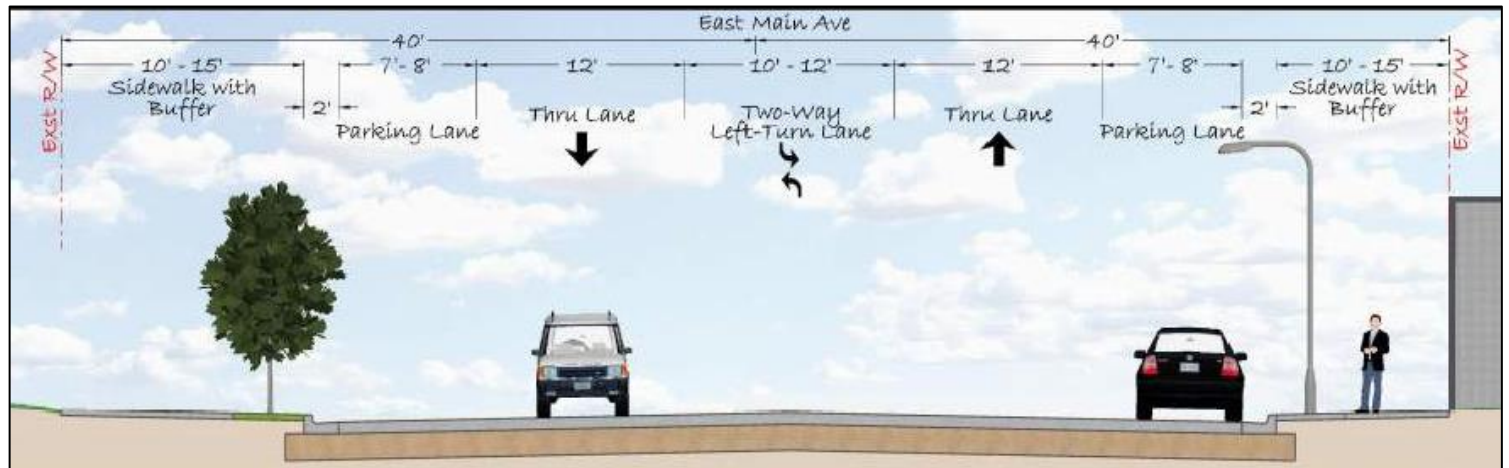


Segment Alternatives

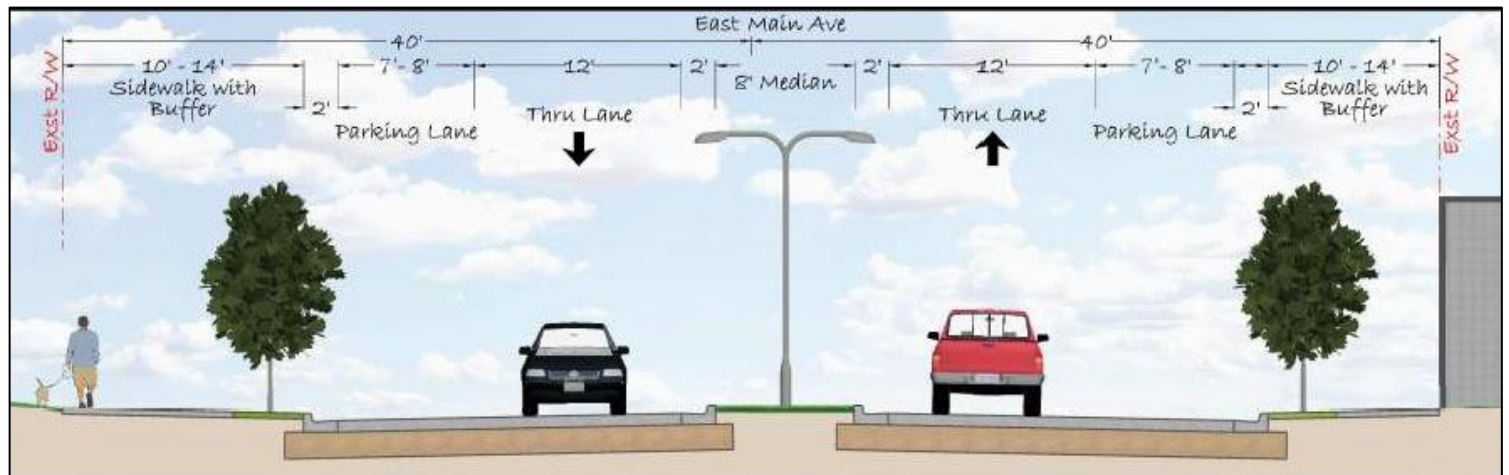
5 Lanes/
6' Sidewalk/
2' Buffer



3 Lanes/
10-15' Sidewalk & Buffer
On-street Parking



3 Lanes with Median/
10-14' Sidewalk & Buffer
On-street Parking



22 Redevelopment Scenarios vs. Existing Conditions

- 7th St. – 12th St.
- Downtown Subarea Plan
- Local development group interest
- No immediate plans
- Case studies
 - Fargo & Bismarck
 - Fargo Main Avenue
- Potential over 20 years:
 - Five-lane: \$8-13 million taxable revenue
 - Three-lane: \$26-31 million taxable revenue

Existing Condition



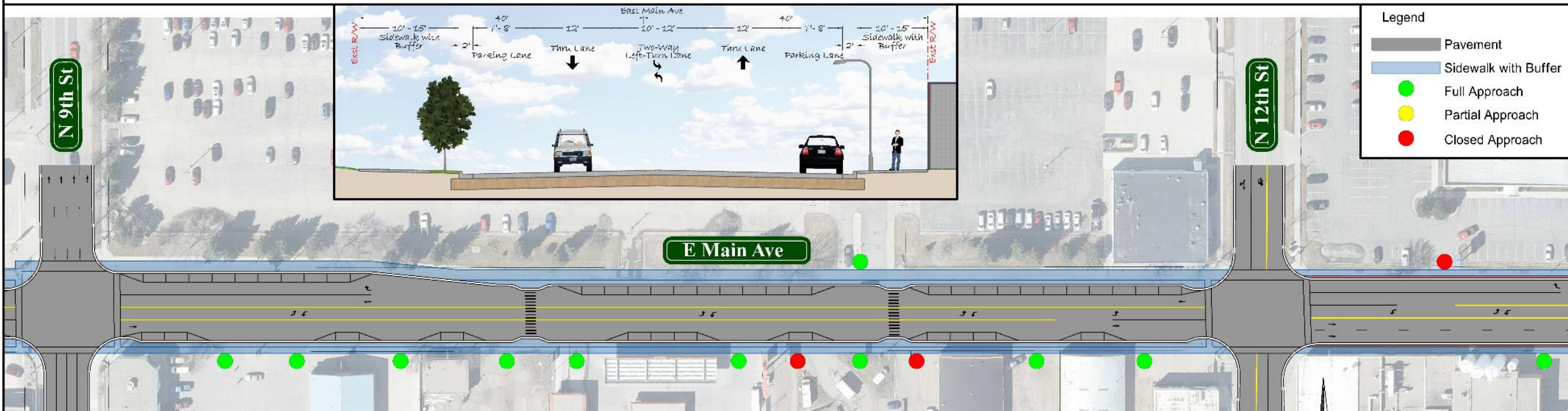
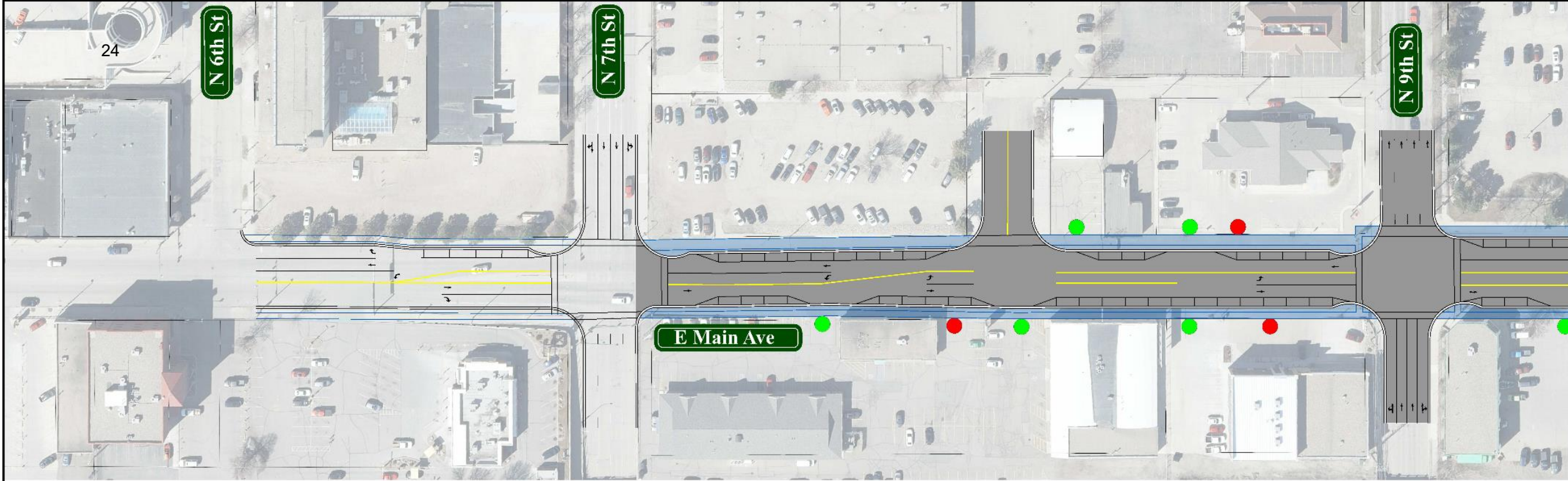
Five-Lane



Three-Lane



Locally Feasible Alternative



Legend

- Pavement
- Sidewalk
- Stamped Concrete
- Full Approach
- Partial Approach
- Closed Approach

N 12th St

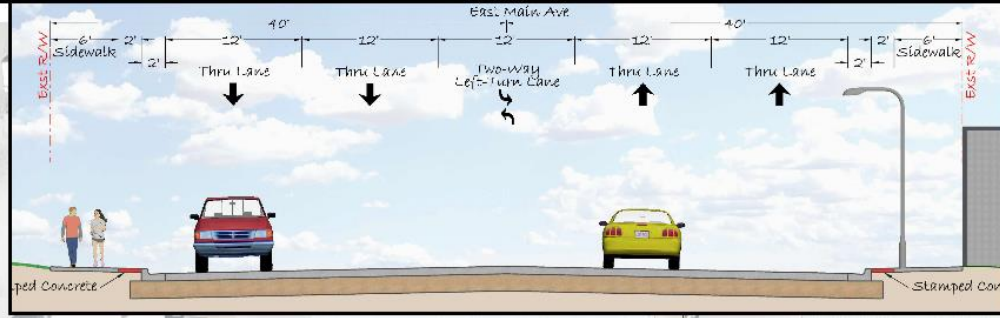
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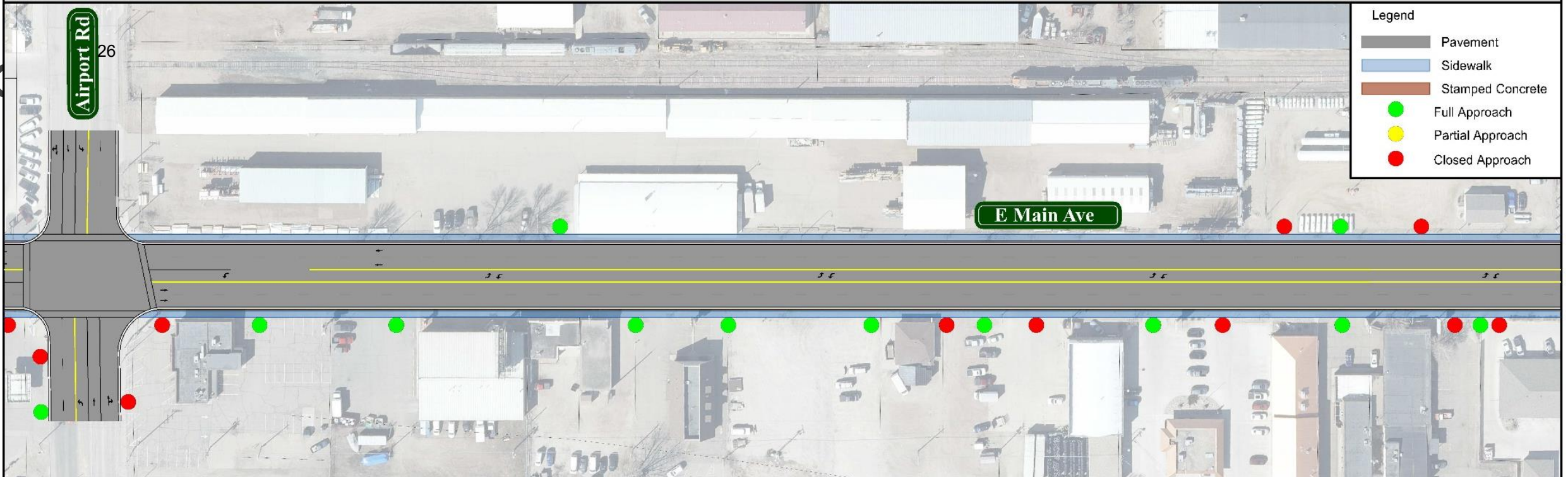
E Main Ave

N 17th St

Airport Rd

E Main Ave





Implementation

- Pavement repair vs. full reconstruction
- Project Flexibility

<i>Cost Estimates</i>					
Segment	No Build Alternative	Build/Reconstruction Alternatives			
	Concrete Pavement Rehabilitation (CPR)	3 Lane	3 Lane Median	5 Lane	Locally Recommended Alternative
7 th Street to 12 th Street	NA	\$7,479,000	\$7,929,000	\$7,854,000	\$7,479,000
12 th Street to Airport Street		\$11,062,000	\$11,726,000	\$11,615,000	\$11,615,000
Airport Road to 26 th Street		\$11,022,000	\$11,684,000	\$11,573,000	\$11,573,000
Total Cost (2022 Dollars)	\$4,556,000	\$29,563,000	\$31,339,000	\$31,042,000	\$30,667,000

28 Thank you

Consultant Contact

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EAST MAIN AVENUE CORRIDOR STUDY

BISMARCK, ND

MAY 2023

EXHIBIT C

STUDY REPORT EXECUTIVE SUMMARY





EXECUTIVE SUMMARY

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided through local contributions from the City of Bismarck. The United States Government and the State of North Dakota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the State of North Dakota, and the Bismarck-Mandan Metropolitan Planning Organization do not endorse products or manufacturers. Trade or manufacturers' names may appear herein only because they are considered essential to the objective of this document.

Prepared For:

Bismarck-Mandan Metropolitan Planning Organization



City of Bismarck



Prepared By:

SRF Consulting Group



Transportation Collaborative & Consultants



What is the Study?

The Bismarck-Mandan Metropolitan Planning Organization (BMMPO) and City of Bismarck jointly conducted the East Main Avenue Corridor Study. The Study focuses on East Main Avenue from 7th Street to 26th Street within the City of Bismarck (see Figure 1). The Study documents existing conditions along East Main Avenue and identifies strategies to ensure safety, mobility, and access for all future users. The Study considers historic, current, and projected future traffic impacts, multimodal transportation options such as walking, bicycling, and transit, and explores future development opportunities along the corridor to support economic development.

The Study team conducted an in-depth analysis of current and future operations, access, multimodal safety, and land use conditions along the corridor. Ultimately, the Study provides a plan for decision-makers to improve safety, mobility, efficiency, and reliability of the corridor and explore potential future land use or redevelopment areas along the corridor.

Study Purpose & Need

The purpose of the Study is to achieve the following goals for East Main Avenue, from 7th Street to 26th Street, by year 2045:

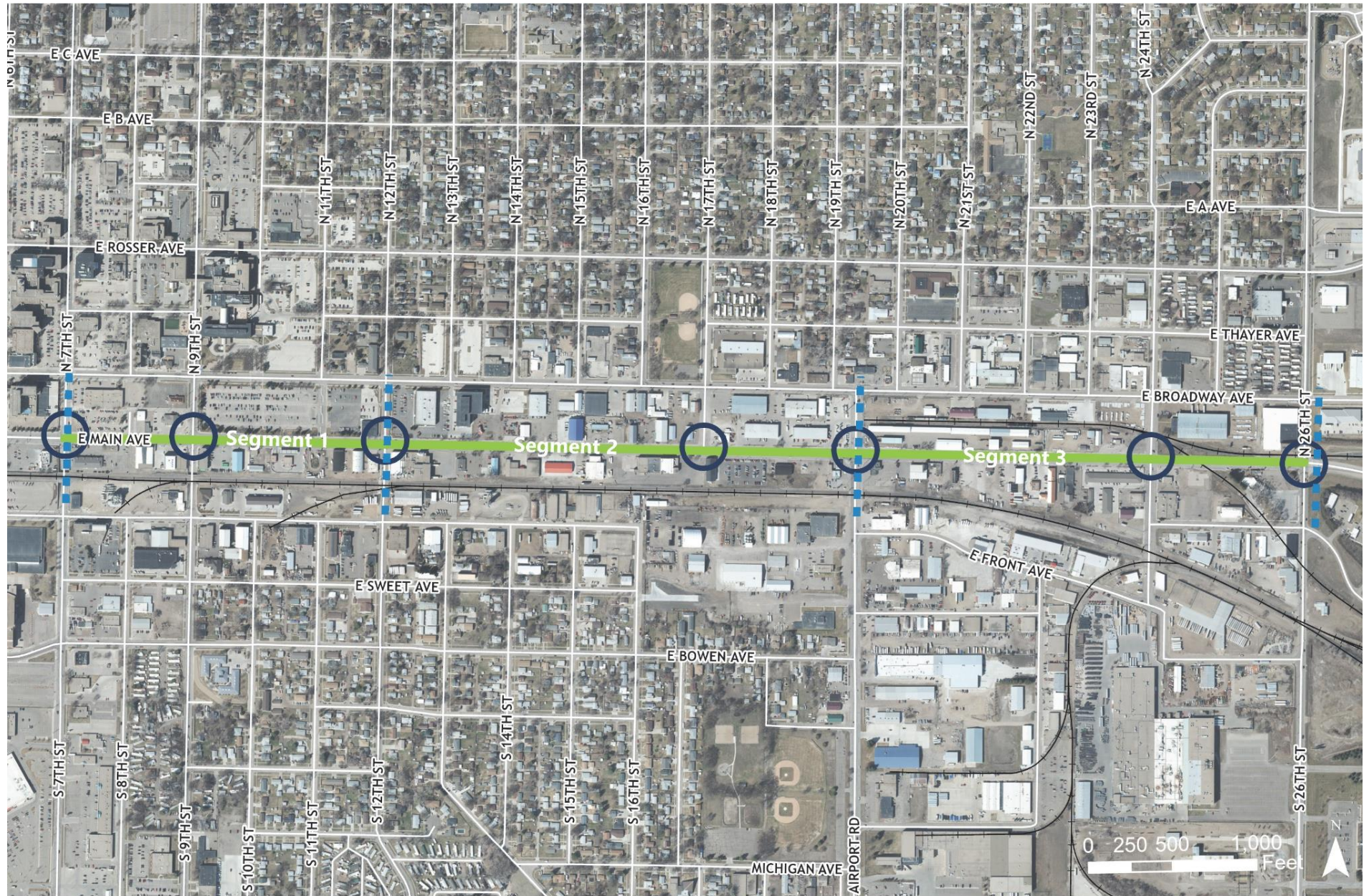
- Improve deteriorating corridor pavement.
- Ensure all modes of transportation are safely and comfortably accommodated.

- Support economic development opportunities.
- Minimize impacts to adjacent corridors.
- Provide a gateway to Bismarck & Downtown Bismarck

The need for the Study is underscored by the following issues:

- Pavement deterioration.
- Snow control/maintenance.
- Safety, including crash history, access management, pedestrians, bicyclists, and transit access.
- Pedestrian and bicyclist gaps and comfort.
- Access to transit service.
- Environmental justice population access and mobility.
- Freight access and mobility.
- Redevelopment accommodation and economic development pressure.
- Corridor image and aesthetic.

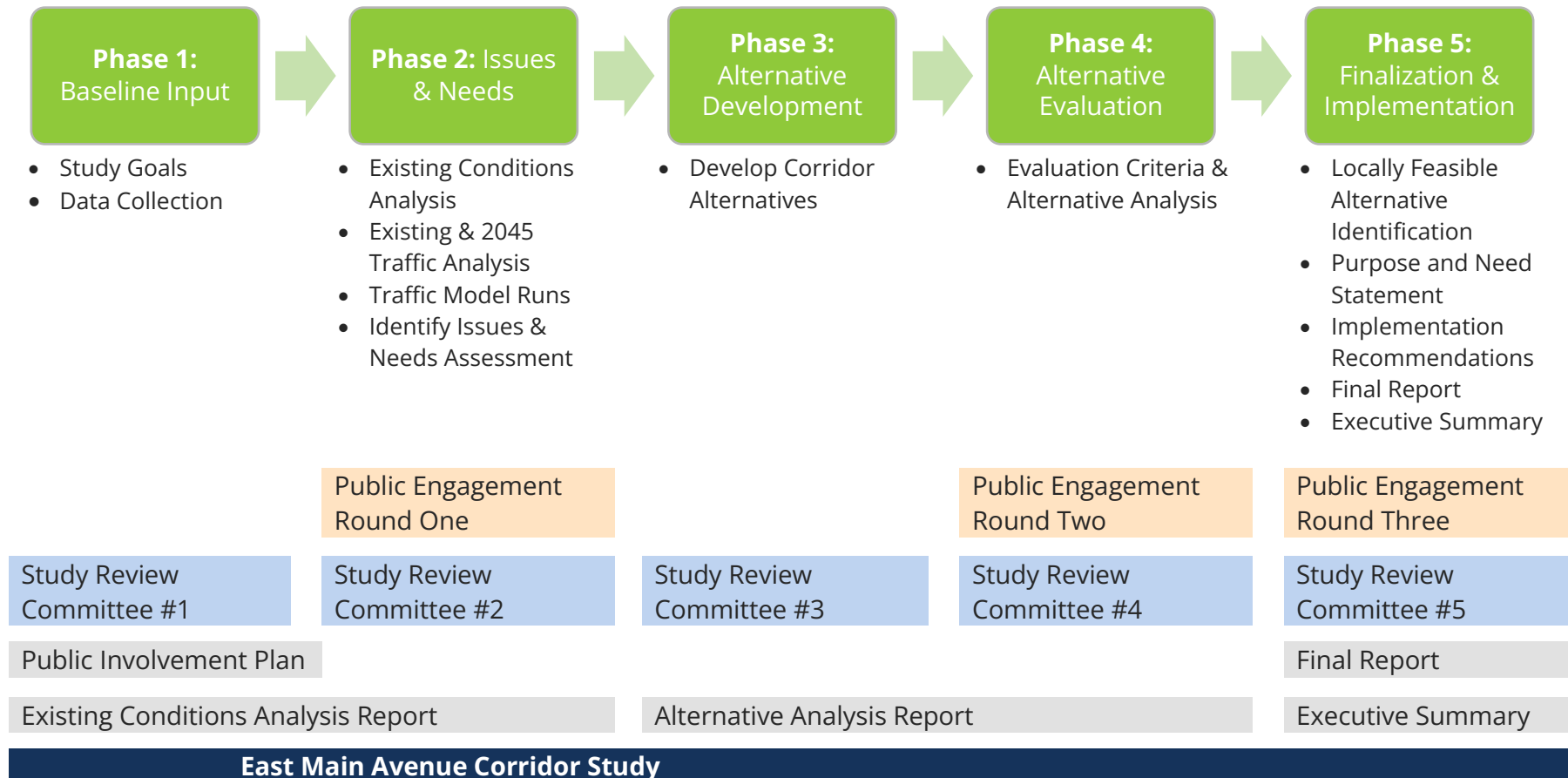
Figure 1. Study Area Map



Study Process

The Study has been developed collaboratively with engaged stakeholders and interested community members. A variety of meetings took place in Bismarck, as well as online.

Table 1. Study Development Process



Study Review Committee

The Study was led by a Study Review Committee (SRC) that met five times over the course of the Study. The SRC provided critical guidance for the Study. Critical perspectives were provided by the following stakeholders: NDDOT, City Engineering/traffic, freight, transit, community planning and development, and federal transportation agencies.

Public Engagement Events

Stakeholder and Community Events

The first round of public engagement was held in mid-July to garner feedback about the issues and opportunities present on East Main Avenue. Business and property owners within the Study area were invited to attend open houses scheduled at various times throughout July 13th. A community workshop was held the following evening, July 14th. The meetings provided information about existing conditions, interactive activities such as comment mapping about issues and opportunities, build your own cross section exercise, and discussion/feedback opportunities with the project team. During this time, there was also an online comment mapping tool available.

The second round of public engagement was held in late-November/early-December to garner feedback about the alternatives developed for East Main Avenue. Business and property owners within the Study area were invited to attend open houses scheduled at various times throughout November 30th. A community workshop was held the

following evening, December 1st. The meetings provided informational boards about the alternatives and criteria used to analyze each, interactive activities included comment mapping on the alternatives, a short survey about the alternatives and evaluation criteria, and discussion/feedback opportunities with the project team. During this time period, a survey about alternatives and evaluation criteria was provided online.

Direct Corridor Property and Business Owner Outreach

The project team conducted one-on-one interviews with property and business owners adjacent to East Main Avenue in the Study area from the summer of 2022 until 2023. This was done to get more comprehensive feedback from those who were unable to attend the in-person events. Interviews were conducted at businesses and properties in the Study area, at SRF Consulting Group's Bismarck Office, and over the phone.

Social Service Organization Outreach

A tactical focused effort was developed for outreach to critical social services located just north of the Study area including Ministry on the Margins, Native Inc., and Heaven's Helpers Soup Café. The intent of the focused effort was to garner more participation from underrepresented users of East Main Avenue who may not have access to a vehicle. Paper copies of the corridor alternatives and evaluation criteria survey, including instructions for taking the survey, were distributed to the organizations to encourage participation.

Figure 2: Property & Business Open House



Alternatives Survey

An online and hard copy survey on the corridor alternatives was deployed. A total of 174 surveys were completed. Three general groups of respondents completed the survey, these include: corridor business (and property) owners and employees, commuters, and social service organization clients. Issues generally prioritized by each group were as follows:

Corridor Business (and Property) Owners and Employees:

Vehicular mobility, property access, freight, and snow control.

Commuters: Vehicular mobility and safety (vehicular).

Social Service Organization Clients: Safety (all modes of transportation), pedestrian access and mobility, and bike access and mobility.

Issues and Needs

To get the best understanding of existing conditions within the Study area, the project team compiled a comprehensive analysis of factors associated with the future of East Main Avenue. After analysis of the current conditions impacting the roadway, the following issues were identified:

Transportation System	
Issues	Needs
- Pavement Condition Index (PCI) and International Roughness Index (IRI) data show signs of deterioration. - Frequency and concentration of private access approaches is a considerable safety concern. - All segments are identified as a freight route. - Federal Functional Classification (FFC) is Principal Arterial. - Sidewalks are inconsistent in parts of the study area and there are large gaps between dedicated pedestrian crossings.	- Pavement conditions need to be addressed in any future construction project. - Need to move and/or consolidate private access approaches, provide for access management. - Future projects will need to consider mobility of freight, goods, and services, unless the route is changed. - Balancing FFC and the urban context needed. - Need to fill pedestrian network gaps and ensure ADA requirements are met, as applicable.

Transportation Operations	
Issues	Needs
Current 5-lane urban roadway capacity (27,200 ADT) greatly exceeds the projected 2045 volumes (17,600 ADT).	Will need to balance future operations, including all needed modes of transportation, and fiscal responsibility.

Social, Environmental, and Economic Context	
Issues	Needs
- Recent downtown Bismarck planning efforts to enhance pedestrian safety have spurred redevelopment and redevelopment discussion on East Main Avenue. - Auto-oriented commercial and industrial land uses exist along all segments of the corridor. - There are vulnerable populations within and adjacent to the Study area including communities of low-income, disabled, and non-white populations.	- Future construction projects should consider proximity to Downtown, previous downtown planning efforts, and redevelopment potential. - A balance of existing uses and future redevelopment efforts is needed. - Future projects need to consider impacts to the most vulnerable community members.

Safety	
Issues	Needs
444 crashes have occurred within the Study area in the past five years. - All of the segments and most of the intersections in the Study area have calculated crash rates over the critical crash rates. The length of the segments and the characteristics of the intersections and corridor contribute to these higher rates. - A majority of crashes along the corridor are likely a result of several tightly spaced accesses (especially private driveway access), unsignalized intersections with high turning maneuvers, no mainline right-turn lanes, and risky turning maneuvers/poor driver gap acceptance. Unrestricted accesses and intersections have a higher number of conflict points than restricted access intersections (i.e., right-in/right-out or three-quarter). When turning in/out of accesses, vehicles are crossing multiple lanes which also increases the risk of potential crashes. These issues also pose risks to pedestrians.	Numerous factors need to be considered to address safety through the corridor including but not limited to access management, signal timing, and pedestrian infrastructure.

Corridor Alternatives

Using the purpose and need as a guide, alternative development uses a comprehensive range of inputs, including technical data, public feedback, design parameters, and direction from the Study Review Committee (SRC).

Five-Lane

This cross section would maintain five lanes, including two through lanes in each direction, and a center/left turn lane. A key difference with the existing cross section is that the sidewalk would be separated from the curb by a two-foot buffer to be used for snow storage and light poles. Optional elements of this alternative include the location of pedestrian crossings. Two alternative crossing locations are identified between 9th Street and 12th Street where pedestrian crossing demand has been noted by corridor stakeholders. Another important pedestrian crossing location would be at 24th Street.

Three-Lane

This cross section would provide three lanes, including one through lane in each direction, and a center/left turn lane. The lane reduction provides additional room for pedestrian and buffer/boulevard space, allowing for a 10-15 foot wide area. This means additional space for snow storage and amenities, such as landscaping or street furniture.

Additional alternative elements that can enhance pedestrian comfort and safety include: intersection and mid-block pedestrian crossing bulbouts (raised curb extensions that narrow the travel lane at intersections or midblock locations).

The cross section would also provide room available for on-street parking. The current demand for on-street parking is low, especially east of 12th Street where off-street parking and loading space is more generous. On-street parking could be phased in as redevelopment takes place.

Three-Lane with Median

This cross section is similar to the three-lane alternative but would add a raised median. The key difference is that the raised median would extend, for the most part, through each corridor segment between intersections. The effect is to reduce left-turns and potential traffic conflict points. The greatest benefit of the media is the potential to improve vehicular safety throughout the corridor.

No-Build and Concrete Pavement Repair

The No-Build alternative means that no improvements would be made to the corridor, except for minimal maintenance activity, such as pavement patching or sidewalk joint grinding to remove trip hazards. This means that noted corridor deficiencies would continue to worsen into the future.

Concrete pavement repair (CPR) is similar to the No-Build, but would involve the replacement of deficient concrete panels to extend corridor pavement life 5-10 years. No other changes to the existing cross section would be involved.

Figure 3: 5-Lane Alternative Cross Section

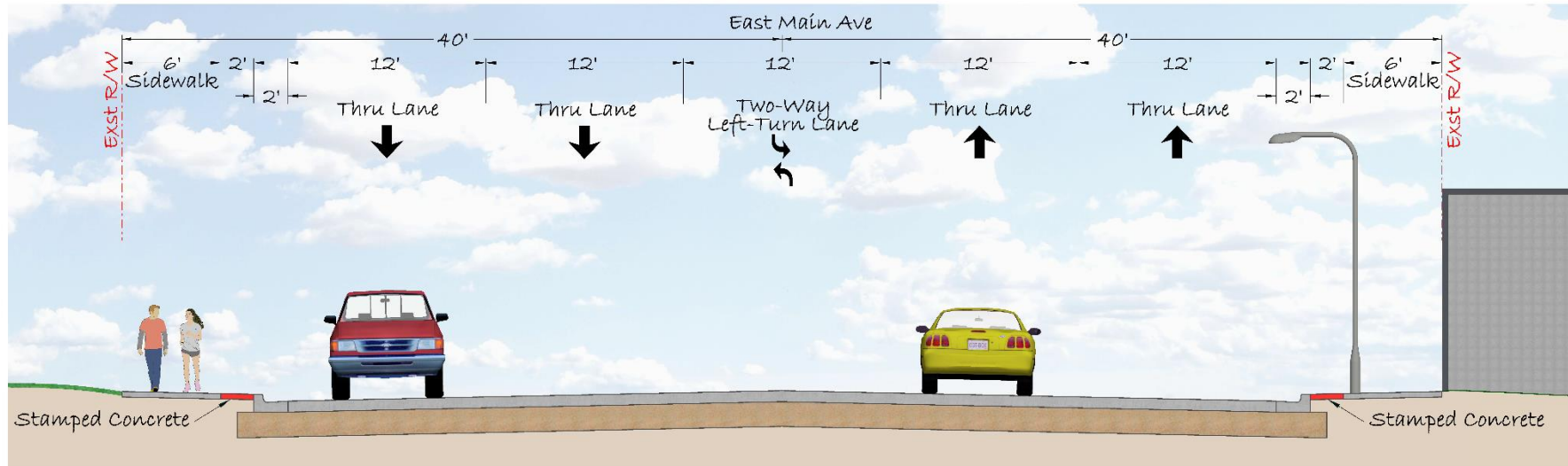


Figure 4: 3-Lane Alternative Cross Section

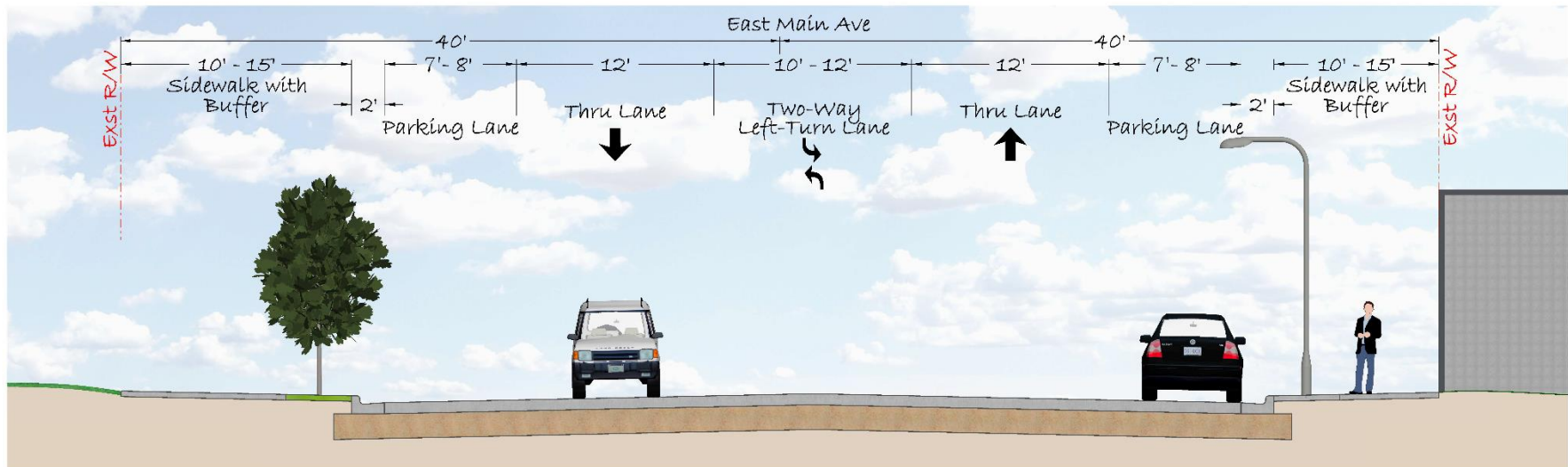
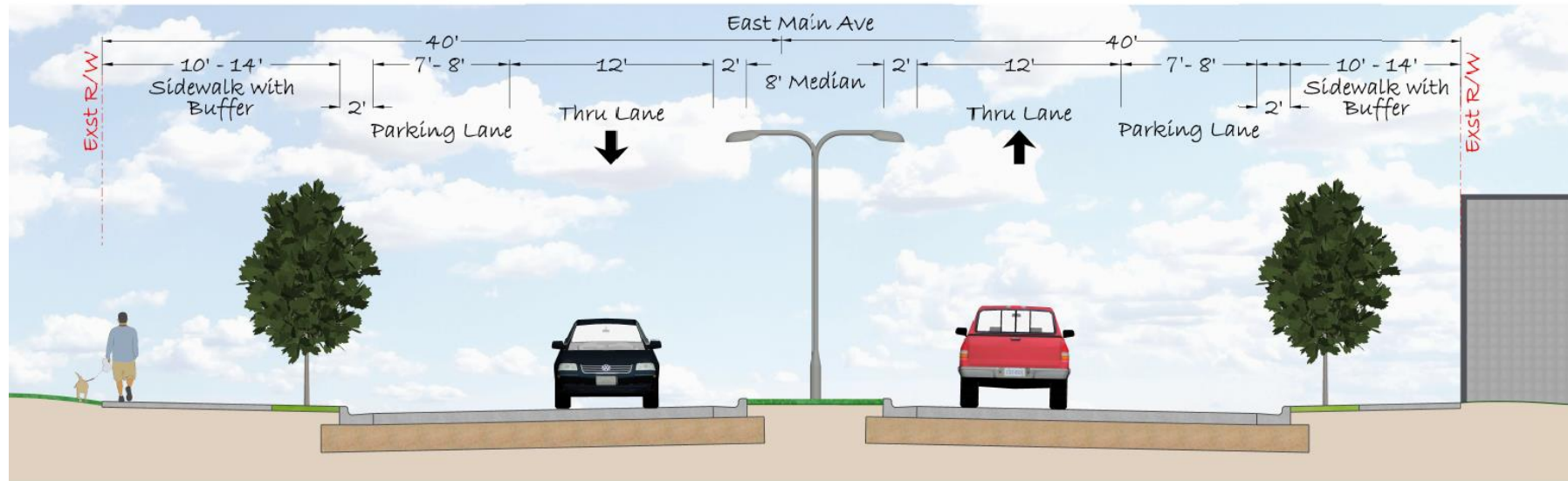


Figure 5: 3-Lane with Median Alternative Cross Section



Evaluation Criteria

The following tables provide an overview of how well each alternative achieved each criteria used for evaluation. The rating system is as follows:

	Good; best meets criteria
	Ok; meets criteria well
	Moderate; close to achieving criteria
	Marginal; does not meet criteria
	Poor; fails to meet criteria

Note that the various criteria was not weighted in this analysis. Certain criteria may have more importance in one segment of the corridor than another. For example, freight could be weighted greater on the east side of the corridor than adjacent to/in the downtown area. Also, criteria may be viewed differently over time as the development context changes along the corridor. For example, on-street parking may be given a lower weight presently between 7th Street and 12th Street, but after redevelopment of parking lots along this segment, parking may need to be weighted much greater.

Table 2. Segment 1 Evaluation Matrix

Evaluation Criteria	Segment 1, 7 th Street – 12 th Street		
	Five-Lane	Three-Lane	Three-Lane with Median
Vehicular Mobility			
Property Access			
Safety			
Freight			
On-street Parking			
Pedestrian Access & Mobility			
Environmental Justice			
Bike Access & Mobility			
Transit	NA	NA	NA
Snow Control/Maintenance			
Corridor Image			
Redevelopment Opportunity			

Table 3. Segment 2 Evaluation Matrix

Evaluation Criteria	Segment 2, 12 th Street – Airport Road		
	Five-Lane	Three-Lane	Three-Lane with Median
Vehicular Mobility			
Property Access			
Safety			
Freight			
On-street Parking			
Pedestrian Access & Mobility			
Environmental Justice			
Bike Access & Mobility			
Transit	NA	NA	NA
Snow Control/Maintenance			
Corridor Image			
Redevelopment Opportunity			

Table 4. Segment 3 Evaluation Matrix

Evaluation Criteria	Segment 3, Airport Road – 26 th Street		
	Five-Lane	Three-Lane	Three-Lane with Median
Vehicular Mobility			
Property Access			
Safety			
Freight			
On-street Parking			
Pedestrian Access & Mobility			
Environmental Justice			
Bike Access & Mobility			
Transit			
Snow Control/Maintenance			
Corridor Image			
Redevelopment Opportunity			

Redevelopment Opportunity

Public infrastructure improvements such as a future potential East Main Avenue reconstruction project, often generate property investment, including redevelopment. In meetings with impacted businesses and public stakeholders, redevelopment opportunities within the Study area were thoroughly analyzed with respect to the corridor alternatives. The redevelopment analysis, in its entirety, can be found in the Alternative Analysis Memorandum (Appendix B).

Redevelopment potential was only considered for Segment 1 of East Main Avenue (i.e., 7th Street to 12th Street). Redevelopment potential was not analyzed for the remaining segments (12th Street to Airport Road and Airport Road to 26th Street). Segment 1 was provided focus as it was included in the Downtown Bismarck Subarea Plan as a redevelopment opportunity area. Also, interviews with local development stakeholders prioritized interest in the vicinity of Segment 1. However, through engagement with business and property owners along the Study corridor, the project team discussed with a private property/business owner their plans to acquire and redevelop the entire block on the south side of East Main Avenue between 24th Street and 26th Street (excluding the Big Boy property). The redevelopment of the south 2400-2600 block of East Main Avenue is expected to be much different than the downtown redevelopment potential which exists between 7th Street and 12th Street and therefore was excluded from the redevelopment evaluation.

As shown in Figures 20 through 22, redevelopment is possible with each alternative, however, the opportunity for

development is assumed to be greater under the three-lane alternative. The Downtown Bismarck Subarea Plan identified the opportunity for East Main Avenue from 7th Street to 12th Street to be reduced to three lanes, which would help facilitate redevelopment opportunities in this area. In conversations with local development stakeholders (Downtown and other local investors and developers), there was also more support for redevelopment under the three-lane alternative from 7th Street to 12th Street. Two property representatives with parking lots fronting East Main Avenue along this segment recognized the potential for development in the long-term but did not have any near-term plans.

The following redevelopment scenarios were considered from referencing the Downtown Bismarck Subarea Plan, local stakeholder input, and case studies of redevelopment projects in North Dakota. The full Study Report provides more detailed information.

Existing Condition and Five-Lane Alternative

Both the existing condition and five-lane alternative between 7th Street and 12th Street would result in a similar cross section. Redevelopment opportunity is assumed to primarily involve commercial development, such as medical offices, limited to the north side of the corridor. Potential economic development impacts include an increase in local workforce and estimated \$8 - \$13 million in taxable revenue over 20 years.

Figure 6. Existing Condition

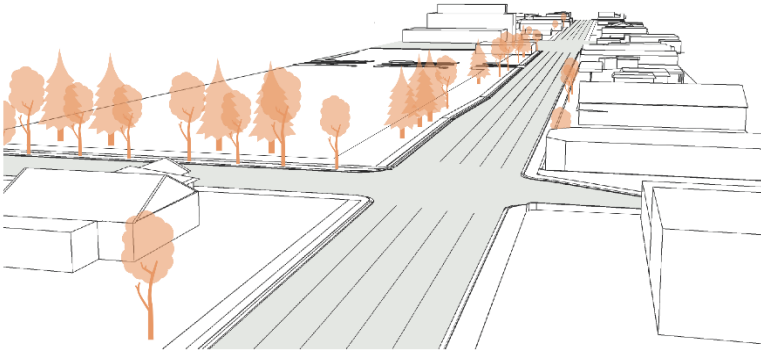
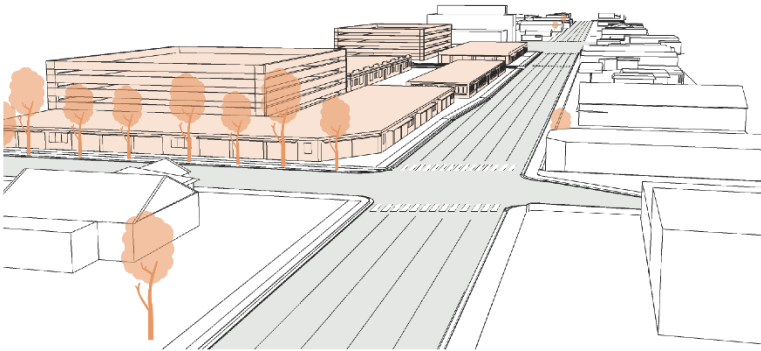


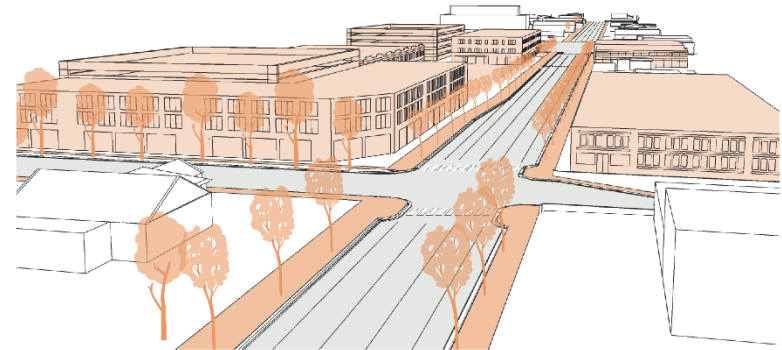
Figure 7. Redevelopment, Five-Lane Alternative



Three-Lane Alternatives

Between 7th Street and 12th Street, redevelopment opportunities are assumed to include multistory mixed-use buildings on both sides of the corridor, such as commercial (e.g., medical office and retail) and residential. Potential economic development impacts include an increase in local workforce, housing, and estimated \$26 to \$31 million in taxable revenue over 20 years.

Figure 8. Redevelopment, Three-Lane Alternatives



Recommendations

Recommendations of the Study are a direct result of the established purpose and need, alternative development & evaluation process, and feedback from stakeholders.

Locally Feasible Alternative

The three-lane alternative is recommended in Segment 1 (i.e., between 7th Street and 12th Street), and the five-lane alternative is recommended in Segments 2 and 3 (i.e., between 12th Street and 26th Street). This hybrid cross section approach responds to public feedback, balancing preferences for different corridor elements that favor the five-lane alternative versus the three-lane alternative. The locally feasible alternative also balances the alternative evaluation criteria to provide the most responsible future potential project.

Evaluation criteria are summarized in Table 13. Traffic operations evaluation is summarized in Table 14 and Table 15.

Public Feedback Insight

Segments 2 and 3: Vehicular Mobility and Safety

The number one priority in the survey was vehicular mobility in Segments 2 and 3 (i.e., between 12th Street and 26th Street). Additional open-ended feedback in the survey prioritized a five-lane cross section. Most corridor business and property stakeholders located between 12th Street and 26th Street also prioritized vehicular mobility and a five-lane cross section.

Given great interest in safety through these two segments as shown in the survey and stakeholder interviews, access management improvements and pedestrian improvements as described earlier (addition of buffer along the curb and crossing improvements) are expected to help improve safety for drivers and pedestrians without sacrificing vehicular mobility.

Segment 1: Safety

Public feedback on Segment 1 (7th Street to 12th Street) was more mixed in terms of what corridor elements were the priority. Safety was the number one priority in this segment according to the survey. From reviewing open ended survey comments and from stakeholder interviews, safety is understood to involve concerns related to both vehicular and pedestrian safety. The three-lane cross section would create a much safer environment for pedestrians, with greater sidewalk width and shortened pedestrian crossings. The lane reduction in combination with bulbouts/intersection curb extensions, access management improvements, and on-street parking would also calm traffic, creating a safer environment for both pedestrians and drivers.

Segment 1: Other Elements

Public feedback differed in Segment 1 from the other segments, as for example, pedestrian and snow control needs received higher priority. Redevelopment interest was noted earlier in this report. The three-lane cross section with median is not proposed due to likely complications with maintenance and stakeholder concerns over the loss of a center turn lane that could be used for emergency response to nearby hospitals when through lanes are congested.

Table 5. Feasible Alternative Evaluation Matrix

Evaluation Criteria	Locally Feasible Alternative		
	Segment 1, 7 th Street to 12 th Street (3-Lane)	Segment 2, 12 th Street to Airport Road (5-Lane)	Segment 3, Airport Road to 26 th Street (5-Lane)
Vehicular Mobility			
Property Access			
Safety			
Freight			
On-street Parking			
Pedestrian Access & Mobility			
Environmental Justice			
Bike Access & Mobility			
Transit	NA	NA	
Snow Control/Maintenance			
Corridor Image			
Redevelopment Opportunity			

- Good; best meets criteria
- Ok; meets criteria well
- Moderate; close to achieving criteria
- Marginal; does not meet criteria
- Poor; fails to meet criteria

Locally Feasible Alternative Traffic Operations

For commuter traffic, diversion away from the corridor is still expected with the locally feasible alternative. Some of the diverting traffic would be expected to rely on 12th Street to access alternative routes, such as Broadway Avenue or Front Avenue. This is one factor in expected increased delay at 12th Street. However, the level of service at the 12th Street intersection is still expected to be acceptable.

Current and projected 2045 queuing of traffic would likely increase at 12th Street, where both eastbound and westbound through movements and right turns would experience queuing during the peak hour (2045 average peak hour queuing at 12th Street would range from 45 feet to 51 feet in the morning peak hour and 68 feet to 120 feet in the evening peak hour). Projected 2045 queuing under the locally feasible alternative at 9th Street would be less than queuing under the 2045 no build scenario.

Overall corridor travel time is expected to be, on average, 12 seconds greater in 2045 under the locally feasible alternative when compared to the 2045 no build alternative.

Table 6: Travel Time (Minutes)

Alternative	AM Peak Hour			PM Peak Hour		
	EB	WB	Average	EB	WB	Average
2045 No Build	3.80	4.09	3.90	4.00	4.69	4.30
Year 2045 Feasible Alternative	4.03	4.23	4.10	4.35	4.64	4.50

Table 7: Intersection Operations Level of Service (LOS)

East Main Avenue Intersection	2045 No Build	2045 Locally Rec. Alternative	2045 No Build	2045 Locally Rec. Alternative
	A.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour	P.M. Peak Hour
7 th Street	B	B	B	B
9 th Street	B	B	C	C
12 th Street	B	B	B	C
Airport Road	B	B	B	B
26 th Street	B	B	C	C

Bold font indicates worse 2045 LOS than Existing LOS

Implementation

This section identifies what comes next for East Main Avenue, phasing ideas, alternative project costs, an overview of funding opportunities, ongoing maintenance, and utility considerations for any roadway improvements.

Corridor Next Steps

The East Main Avenue Corridor Study lays the groundwork for the City of Bismarck and its partners to pursue funding, detailed design, federal environmental review (if needed based on funding), and ultimately construction of improvements to the corridor. Corridor stakeholder and general community input provides insight into local preferences. Study evaluation of the corridor and alternatives will ease the burden of development of alternatives in the design phase and the understanding of potential environmental impacts.

Costs

In today's construction industry, price inflation and unpredictability, lack of competition, and supply chain issues have created cost escalation that is unprecedented. Cost estimates which normally have been accurate for the duration of the project development are now only accurate for a short period of time. For the purposes of this Study, similar projects were reviewed from within North Dakota over the past three years and those costs were brought to current dollars with increased inflation over recent years.

"No Build" Alternative

The potential for not proceeding with a full reconstruction alternative should be considered. Federal environmental review also requires consideration of the "no build" in the next step. The "no build" description may be somewhat misleading as at a minimum, the corridor's pavement will have to be addressed as the condition continues to deteriorate. A concrete pavement repair project would *at most* extend the pavement lifespan 10 years on a roadway such as East Main Avenue, as new repair areas will continue appearing.

Project Flexibility

The ultimate project or multiple projects that the City of Bismarck decides to move forward with throughout this corridor could vary greatly. The City is not required to follow one build alternative or another throughout the corridor but can select elements from each alternative or decide to focus more improvements on one segment of the corridor than another. Some elements also may be more time sensitive than others, such as curb ramp improvement for ADA compliance or intersection signal and design improvements to improve safety and mobility. As noted earlier, redevelopment opportunities also may also drive the need to implement certain improvements, such as those recommended in the locally feasible alternative from 7th Street to 12th Street.

Cost Estimates

Segment	No Build Alternative	Build/Reconstruction Alternatives*			
	Concrete Pavement Rehabilitation (CPR)	3 Lane	3 Lane Median	5 Lane	Locally Feasible Alternative
7 th Street to 12 th Street	NA	\$5,194,000	\$5,506,000	\$5,454,000	\$5,194,000
12 th Street to Airport Street		\$7,682,000	\$8,143,000	\$8,066,000	\$8,066,000
Airport Road to 26 th Street		\$7,654,000	\$8,114,000	\$8,037,000	\$8,037,000
Subtotal	\$3,164,000	\$20,530,000	\$21,763,000	\$21,557,000	\$21,297,000
Contingency 20%	\$633,000	\$4,106,000	\$4,353,000	\$4,311,000	\$4,259,000
Subtotal	\$3,797,000	\$24,636,000	\$26,116,000	\$25,868,000	\$25,556,000
Engineering 20%	\$759,000	\$4,927,000	\$5,223,000	\$5,174,000	\$5,111,000
Total Cost (2022 Dollars)	\$4,556,000	\$29,563,000	\$31,339,000	\$31,042,000	\$30,667,000

*All build/reconstruction alternative costs include stormwater costs.



May 15-16th, 2023Re: **Recreational Trails Program FY24**

Two applications have been submitted; one(1) from Bismarck Parks & Recreation District and one(1) from Morton County Parks. MPO staff has reviewed the applications and determined they are not inconsistent with the *Arrive 2045* Metropolitan Transportation Plan. Staff recommends the MPO support each of the RTP applications.

Submitting Agency	Type	Location & Project Description	Total Cost / Federal Local Match	MTP Goal Consistency
Bismarck Parks & Recreation District	Maintenance Equipment Purchase	Purchase of Tucker-Terra Trail Groomer: Current cross-country ski trails groomed are Riverwood Golf Course, Atkinson Nature Park, and General Sibley Park (17.3 miles, all south-side trails). Additional trails that could be groomed would be Tom O’Leary Golf Course in the city center and Clairmont Family Conservation Park (additional 14.0 miles) on the north side of Bismarck to add better diversity of trail location and increase accessibility to users of all abilities.	\$226,402/ \$181,121 \$45,281	This project is not inconsistent with the goals and objectives of the MTP
Morton County Parks	Construction	Valerie Entzel Memorial Park Trailside Facility Shelter and Lighted Parking Lot: Part of a multi-phased project (vault toilet, water system, asphalt multi-use trail completed) there will be a gravel road leading to a gravel parking lot with handicapped parking, security lights, picnic shelter, picnic tables, trash receptacles, and park benches. This is located approximately midpoint in the trail system, about 5 miles south of the north trailhead and 3.5 miles north of the south trailhead and will provide off street and off highway parking, creating safe access.	\$49,890/ \$39,912 \$9,978	Yes Goal 1: Safety & Security Goal 5: Alternative Modes to Automobile Travel

//KLR May 2023

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22504 - Cross-Country Ski Trail Groomer

Application Details

Funding Opportunity: 22458-RTP - FY24 Recreational Trail Program Application
Funding Opportunity Due Date: Apr 28, 2023 1:20 PM
Program Area: North Dakota Department of Parks and Recreation
Status: Correcting
 04/28/2023
Stage: Final Application
Initial Submit Date: Apr 24, 2023 10:56 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

 BISMARCK North Dakota 58504
 City State/Province Postal Code/Zip
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
 (701) 319-3156 Ext.
 #### #### ####
 #### #### ####

Phone*:**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 or SAMS Number:** 51342681**Street Address*:** 400 E. Front Avenue
 Address Line 1
 Address Line 2Bismarck North Dakota
 City StatePlease enter the 9-digit Zip Code. To obtain the zip+4 codes go to https://tools.usps.com/go/ZipLookupAction_input.**Zip Code*:** 58503-5641
 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
 StateTo 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*: Kevin Klipfel
 First Name Last Name
 Executive Director Bismarck Parks and Recreation District
 Title Organization
 701-222-6455 kklipfel@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 E. 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 Weaknesses*:

Primary

Scope of Project*:

Purchase & Lease of Recreational Trail Construction & Maintenance

Select all that apply.

If Construction of New Trails OR Restoration of Existing Trails:

0.00

Number of Miles

If Trail Extension:

17.30

14.00

How long is your Number of

trail currently? Miles Extension

Project Impacts*:

Cross-country Skiing

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*:

Bismarck Parks and Recreation District, Army Corps of Engineers

Who will own the title & insure equipment purchase?

Equipment Purchase*:

Bismarck Parks and Recreation District

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:

The proposed portable groomer will allow for additional cross-country ski trails in all parts of the community and closer to home. Transportation to the trails will be less of a barrier.

Public Rights-of-Way Accessibility Guidelines (PROWAG)

PROWAG*: No

Project Elements Affected:

Americans with Disabilities Act (ADA) Standards (2010)

ADA*: Yes

Project Elements Affected:

Tom O'Leary Golf Course has a fully accessible parking lot, access trails, and equipment building, so adding cross-country skiing to this location consistently will add another fully accessible place for winter recreation.

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 is to acquire a new cross-country ski trail groomer that is portable and efficient. The new groomer will allow Bismarck Parks and Recreation District (BPRD) to provide cross-country ski trails at more locations in the community. Currently, BPRD consistently provides ski trails at Riverwood Golf Course, Atkinson Nature park and General Sibley Park and Campground, all on the south side of Bismarck. BPRD would like to add trails on the north side of Bismarck in order to better diversify the locations of the ski trails. The proposed sites include Tom O'Leary Golf Course in the heart of town, and Clairmont Family Conservation Park, which is in north Bismarck.

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

Goals*:

The new groomer would allow for additional miles of cross-country ski trails to be created in two new sites in north Bismarck. BPRD strives to have winter recreation available in all areas of Bismarck, and currently, the cross-country ski trails are located in south Bismarck. BPRD has tried to groom Tom O'Leary Golf Course in the past, but it has been too difficult with the existing groomer to be consistent depending on conditions.

The new grooming equipment would allow for much more efficiency and ease with which to groom the ski trails. Currently, with the existing equipment, it takes at least three passes to adequately groom the trails, and is not able to groom areas with too much snow. The new groomer will allow for one pass grooming, and the ability to groom more difficult locations. So, the new groomer will save time and fuel.

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 cost for the 2024 2000BXL-26-5 Tucker-Terra is \$205,820.59. See attached specifications sheet and local quote.

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*:

In the 2023 BPRD community input survey, over 30% of the respondents said they would be interested in additional non-paved trail options and 60% responded that keeping up with Bismarck's growth is the most important issue facing BPRD.

Bismarck Parks and Recreation District fully supports this project, as indicated in the attached April 2023 minutes. In addition, BPRD will be sending all grant application materials to the MPO for their approval and endorsement, which is pending at the time of the application due to schedule issues.

Availability/access to 20% match. Matching funds must not be from other federal sources such as Transportation Enhancement (TE) or Transportation Alternatives

57
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 will provide just over 20% cash match for the grant, if awarded. The funding will be from the BPRD General Construction Fund and confirmation of Board support can be found in the attached minutes from April, 2023.

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

Capability*:

David Mayer, Operations Director, has over 15 years of construction management experience and will oversee all aspects of the proposed trail project and grant administration.

Bismarck Parks and Recreation District (BPRD) currently manages and maintains over 80 miles of trails, including paved and unpaved trails, and three different cross-country ski trail sites.

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*:

If BPRD was able to acquire a new more efficient groomer for the ski trails, two new sites would be added to the winter recreation offerings. One of the sites is Tom O'Leary Golf Course, which is not currently groomed reliably due to the limitations of the existing groomer. Tom O'Leary Golf Course is a fully accessible site, including parking lot, access trails and building with restrooms. The golf course is located in the heart of the City but provides a beautiful site for ski trails. The second site that could be groomed is Clairmont Family Conservation Park, a new park in north Bismarck, which allows for a more rugged, natural spaces for skiing.

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 proposed new groomer will allow for greater efficiency by over 60%. That time and cost savings will allow for BPRD staff to groom two additional cross-country ski sites in the north part of Bismarck, where currently, they are not able to groom. Because winter sports are becoming more popular and winters are getting longer, this is an important step in allowing BPRD to be able to provide ski trails in all parts of the community and to residents and visitors of all ages and abilities.

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*:

2000

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*:

No adverse impacts are anticipated. The proposed new groomer should be more fuel efficient and quieter than the existing snowmobile system.

SCORP

Please include the regional priority from the 2023-2027 State Comprehensive Outdoor Recreational Plan (SCORP) Recreation Trail Needs document.

State Comprehensive Outdoor Recreation Plan*:

Region 7, which includes the community of Bismarck, indicates that cross-country ski and snow shoe trails are a primary weakness.

Make sure to look up your region and identify if it is a primary, secondary, or tertiary weakness.

Mainstreet Summit Priorities

Please explain how this trail will include aspects of the Main Street Initiative.

Main Street Initiative*:

The proposed project supports the effort to create more winter placemaking, but creating even more sites for cross-country ski trails and recreation.

Project Information

Title of Applicant's Project*:

BPRD Cross-Country Ski Trail Groomer

Description of Project*:

The proposed project is to acquire a new cross-country ski trail groomer that is portable and efficient. The new groomer will allow Bismarck Parks and Recreation District (BPRD) to provide cross-country ski trails at more locations in the community. Currently, BPRD provides trails at Riverwood Golf Course, Atkinson Nature Park, and General Sibley Park and Campground. BPRD would like to add trails on the north side of Bismarck in order to better diversify the locations of the ski trails.

*Recipients have 18 months to complete the project.

Estimated Start Date and End Date*: 04/01/2024 09/30/2024
Start Date End Date

Location

**Project Address
(if available):** Various - please see attached map

Project City/Town*: Bismarck

County*: Burleigh

Latitude

(decimal degrees): Ex. 46.78569

Longitude

(decimal degrees): Ex. 100.62217

Latitude and Longitude*: 46.7936 100.8021
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:

Existing sites that have sustainable cross-country ski trails:

General Sibley Park & Campground

Riverwood Golf Course

Proposed sites with new or regularly groomed ski trails:

Tom O'Leary Golf Course

Clairmont Family Conservation Park

Legal Address (if applicable):

Riverwood 725 Riverwood Dr.

Sibley - 5001 S. Washington St.

Tom O - 1200 N. Washington St.

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)*: Minor 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*:

No/Negligible Impacts

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*:

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*:

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*:

No/Negligible Impacts

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:

There will be noise from the groomer, but it will be minimal and short-term. In addition the groomed trails are not close to any residential homes.

Certifications Regarding Debarment, Suspension, and Other Responsibility Matters

Certification - Primary Covered TransactionsThis certification is for a **Primary** covered transaction and is applicable.**Primary*:**

Yes

Certification - Lower Tier Covered TransactionsThis 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 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*:

N/A

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.

60
Applicable*:

N/A

Authorization

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

Authorization*:

Yes

Responsible Official*:

Kevin Klipfel
First Name Last Name

Title*:

Executive Director 04/24/2023
Title Date

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Project Location Map		2023 Location Map	2023 RTP Location Map - x-country ski locations.pdf	pdf	132 KB	04/20/2023 09:03 AM
Site Development Plans (if available)						
Written assurances/leases that confirm the project will be open for public use		Letter of Assurance - BPRD	Letter of Assurance - BPRD.pdf	pdf	387 KB	04/21/2023 08:20 AM
Recent Cultural Review Letters or Documents (if applicable)						
Board Meeting Minutes and/or Letters of Support for Project		BPRD Board Minutes 4-2023	BPRD Board 4-20-23 Minutes.pdf	pdf	26 KB	04/24/2023 08:21 AM
Written Confirmation of MPO Approval (if applicable)						
Environmental Clearance Review Documents						

Additional Information

Description	File Name	Type	Size	Upload Date
2023 BPRD Community Input Survey Results	2023 Community Input Survey Results.pdf	pdf	91 KB	04/11/2023 08:27 AM
Atkinson Ski Trail Map	Atkinson Nature Park - Master Plan 11-8-18.pdf	pdf	400 KB	04/20/2023 09:05 AM
General Sibley Park Ski Trail Map	General Sibley Cross Country Ski Map.pdf	pdf	1 MB	04/20/2023 10:19 AM
Riverwood Golf Course - Cross Country Ski Map	Riverwood Cross-Country Ski Map.pdf	pdf	106 KB	04/21/2023 08:29 AM

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	\$0.00	\$0.00	\$0.00
Equipment	\$205,820.59	\$0.00	\$205,820.59
Miscellaneous	\$0.00	\$0.00	\$0.00
Total	\$205,820.59	\$0.00	\$205,820.59

Contingency

Contingency (typ. 10-20%): \$20,582.06

Total Budget

Total Project Cost: \$226,402.65

RTP Federal Assistance Requested Total: \$181,122.12

Financial Match

Match Source	Type of Match	Amount	Secured
Local	Cash	\$45,280.53	Yes
		\$45,280.53	

Partial Funding Feasibility

Would partial funding affect the grant?

Partial Funding*: Yes

If Yes, Briefly Explain:

With partial funding, BPRD would either delay the aquisition of the groomer, or look for a scaled-back version of the groomer, which possibly would affect the ability to create two new ski trail sites consistently.

Cost Estimate

Description	File Name	Type	Size	Upload Date
Spec sheet and Quote	BISMARCK PARKS QUOTE - TUCKER 2000XL 4-26-23.pdf	pdf	295 KB	04/27/2023 10:20 AM



SALES PROPOSAL

BISMARCK PARKS & RECREATION

NORTH DAKOTA
APRIL 26, 2023

BASE MODEL: 2024 2000BXL-26-5 TUCKER-TERRA®
CAB: 4-PASSENGER J1040 R.O.P.S.
TRACKS: 26" ALL RUBBER SNOW TRACKS
ENGINE: 130 H.P. CUMMINS 4.5 LITER QSB TIER 4F
TRANSMISSION: ALLISON AUTOMATIC 2500 SERIES
DIFFERENTIALS: DANA/SPICER 60 WITH ELECTRONIC LOCKERS
CARGO DECK: 35" X 78" ALUMINUM WITH SIDE RAILS



OPTIONAL EQUIPMENT INLCUDED:

TUCKER 8' 6-WAY U-BLADE
DOOR MAP POCKETS
HEATED FRONT WINDSHIELD

ROOF MNTD SPOTLIGHT W/REMOTE
SNAP-ON FRONT WINDSHIELD COVER
REAR CAB HEATER

TOTAL AMOUNT F.O.B MEDFORD, OREGON -----\$205,820.59 USD

FREIGHT CHARGES WILL BE DETERMINED 10 DAYS PRIOR TO SHIPPING

VALIDITY: SUBJECT TO PRIOR SALES
DELIVERY: 45 DAYS ARO
PAYMENT TERMS: 25% DEPOSIT W/PO
BALANCE PRIOR TO SHIPPING

TUCKER SNO-CAT® CORPORATION
JOHN MEILICKE
SALES MANAGER

Emailed 4-26-2023

QUOTE #11811

STANDARD EQUIPMENT LISTED ON NEXT PAGE

2024 2000XL TUCKER TERRA**STANDARD EQUIPMENT**

62" INSULATED 4 PASSENGER CAB
J1040 R.O.P.S. CAB
FRONT BUCKET SEATS
LOCKING DOOR HANDLES
REAR DOOR ENTRY STEPS
3 POINT SEAT BELTS
PERSONNEL ASSIST HANDLES
CAB FAN
CAB HEATER - 36,000 B.T.U.
INTERIOR DOME LIGHT
FRONT DEFROST W/ADJ OUTLETS
TINTED SAFETY GLASS
FULL ENGINE INSTRUMENTS
ODOMETER/HOUR METER
INTERMITTENT WINDSHIELD WIPERS
12 VOLT POWER PORT OUTLET
HEATED EXTERIOR REARVIEW MIRRORS
DUAL ELECTRIC HORNS
(4) LED HEADLAMPS HI/LO BEAM
(2) LED BACKUP LIGHTS
BACK UP ALARM
STROBE BEACON

BRAKE AND TAIL LIGHTS
160 AMP ALTERNATOR
DUAL 800 CCA BATTERIES
BATTERY MASTER SWITCH
COLD START SYSTEM
ENGINE BLOCK HEATER
HEATED FUEL FILTER
TRANSMISSION PAN HEATER
HYDRAULIC OIL HEATER
HYDRAULIC POWER STEERING
MECHANICAL DRUM PARKING BRAKE
HYD. DISC FOOT SERVICE BRAKE
"E" LOCKING DIFFERENTIALS
ALUMINUM CARGO DECK 35" X 78"
FRONT/REAR WINCH READY, ELECTRICAL
30 GALLON FUEL TANK
RAISED BREATHER VENTS
TIE-DOWN D-RINGS ON CARRIERS
2½ LB FIRE EXTINGUISHER
COLOR: ORANGE CAB AND FRAME
OPERATOR & PARTS MANUAL
TRACK ADJ WRENCH
SPARE ENGINE DRIVE BELT

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27146 - Valerie Entzel Memorial Park

Application Details

Funding Opportunity: 22458-RTP - FY24 Recreational Trail Program Application
Funding Opportunity Due Date: May 1, 2023 1:20 PM
Program Area: North Dakota Department of Parks and Recreation
Status: Submitted
Stage: Final Application

Initial Submit Date: Apr 27, 2023 4:45 PM
Initially Submitted By: Timothy Nilsen
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Name: Salutation Timothy R Nilsen
First Name Middle Name Last Name
Title:
Email*: tim.nilsen@mortonnd.org
Address*: 210 2nd Ave. NW

Mandan North Dakota 58554
City State/Province Postal Code/Zip
Phone*: 701-667-3663 Ext.
Phone
###-###-####
Fax: 701-667-3296
###-###-####

Organization Information

Name*: Morton County Parks
Organization Type*: Political Subdivision
Tax Id: 45-6002226
Organization Website: www.co.morton.nd.us
Address*: 210 2nd Ave. NW

Mandan North Dakota 58554
City State/Province Postal Code/Zip

Phone*: 66 701-667-3363 Ext. ### ### #####
Fax: 701-667-3348 ### ### #####

SAM.gov Entity ID:

SAM.gov Name:

SAM.gov Entity ID Expiration Date:

Applicant Information

Applicant Information

Applicant Legal Name*: Morton County Parks

Applicant Type*: Local Govt

Employer/Taxpayer Identification Number (EIN/TIN)*: 456002226

Organizational DUNS or SAMS Number: 91958749

Street Address*: 210 2nd Ave. NW
Address Line 1
Address Line 2

Mandan 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*: 58554-3124
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*: Timothy Nilsen
First Name Last Name
Morton County Park Director E3030
Title Organization
701-667-3663 tim.nilsen@mortonnd.org
Phone Number Email Address

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

Reimbursement Contact*: Yes

Reimbursement Contact Information:

Reimbursement Contact: First Name Last Name
Title Organization

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: 67

Please enter the 9-digit Zip Code.

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):

contact Morton County Human Recourses Director (Wendy Bent)

Project Description

Scope of Project

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

Region Weakness*: Tertiary

Scope of Project*: Rehabilitation of Trailhead Facilities & Linkages
Select all that apply.

If Construction of New Trails OR Restoration of Existing Trails: 0.00
Number of Miles

If Trail Extension: 0.00 0.00
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*: Morton County Park Board

Who will own the title & insure equipment purchase?

Equipment Purchase*: Morton County Park Board

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.)

ABA*: Yes

Project Elements Affected:

Graveled parking lot with handicapped parking, there would be no barriers that would restrict access to any portion on the trail side facility. Every user would have unconditional access to all amenities of this trail side facility.

Public Rights-of-Way Accessibility Guidelines (PROWAG)

PROWAG*: No

Project Elements Affected:

Americans with Disabilities Act (ADA) Standards (2010)

ADA*: Yes

Project Elements Affected:

Graveled parking area, with handicapped parking, with sidewalk to a shelter and existing handicapped accessible vault toilet. This entire trail side facility will provide access to any individual no matter what the capabilities would be.

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 project would help finish a multi phased project. We already have completed the vault toilet and water system in this Facility. This project will create safe access to an improved trailside facility on our asphalt multi-use trail. This project will provide a place for off street and off highway parking. This facility will be approximately 5 miles south of the north trailhead and 3.5 miles north of the south trailhead. It will include a gravel road leading to a gravel lot with handicapped parking, security lights, picnic shelter, picnic tables, trash receptacles, and park benches.

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

Goals*:

The main goals for this project are to provide a facility in which users from areas not adjacent to the trail would have a safe access point. This facility would allow for safe, off street and off highway parking. Any individual could use the shelter for a resting point, a place to get out of the sun and rain. This facility could also be used to host charitable walking or biking events.

People of all ages and capabilities would have access to this facility for their use at any time.

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*:

A detailed cost estimate can be found below:

Total Project Cost \$49,890

Parking Lot--85 feet by 70 feet = \$4,490 (\$3,690 for gravel delivered and \$800 for the leveling).

Electrical System--\$8,900 (materials =\$4,300 and labor =\$4,600) This will include electric meter, security light and pole, shelter outlets and lights, breaker panel, trenching and wire, and all the required fittings.

Trail Counting System--\$1,000 (Infrared trail counter and dock for downloading data)

Shelter 24 foot by 12 foot---\$21,200 (\$14,600 for material and \$6,600 for labor). This includes the shelter and the concrete pad it will be placed on.

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*:

I have attached the following documents and will provide Bismarck - Mandan MPO minutes documenting RTP approval of this RTP Grant Application.:

Morton County Park Board unofficial minutes documenting approving RTP Gant application. Official Minutes will be sent as they are approved.

Letter of Support from the Central Dakota Cyclist Club.

Availability/access to 20% match. Matching funds must not be from other federal sources such as Transportation Enhancement (TE) or Transportation Alternatives

69
Program (TA) 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*:

Morton County Parks has the cash reserves necessary for the 20% match requirement.

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

Capability*:

Morton County Parks has developed plans for and constructed campground expansions in two locations at Graner Park and one location at Harmon Lake Recreation Area. Morton County Parks has successfully designed, placed out on bids, and finished projects. These projects have included camping pads, 50 amp electrical pedestals, camper dumping stations with leech fields, vault toilets, water hydrants, and picnic shelters.

Morton County Parks partnering with Morton County Highway Department has completed all trail maintenance in timely manner. Morton County Parks has been operating this trail from the time of establishment. The operations and maintenance of these additions to existing facility will propose nothing new to our magnificent staff.

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 location is relatively close to the mid-point of the trail and would be a logical location for a safer access point to the trail system. With the addition of a lighted parking lot, this facility would provide for a more secure feeling to the users of the existing trail side facility, restroom and the water hydrant.

This location for the Trail Side Facility Shelter fits into the surrounding landscape and community.

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 need for this improved trail side facility is gigantic, the current trail is 8.5 miles with no areas that supply off highway and off-street parking. This facility would provide a safe point of entry for citizens that don't live adjacent to the trail. This location makes for an excellent spot for the users of the trail to use this facility to rest, hydrate and simply get out of the elements. The design of the facility will allow people of capabilities to enjoy this trail and trail side facility. The fact this facility will provide lighted, off-street parking adds a safety factor that is an enormous benefit. The Trail Counter System would help track usage and in making improvement decisions for the approximately 130,000 Metro Population.

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*:

11000

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*:

This project area has existing tree row to help reflect and reduce noise from this Facility. The additions to this Facility should only increase the usage of the trail. The increase in usage should help in the vandalism of properties along the trail. The lighted, graveled parking lot should also help to curb vandalism. This facility will help beautify the area and bring people out to the trail system.

SCORP

Please include the regional priority from the 2023-2027 State Comprehensive Outdoor Recreational Plan (SCORP) Recreation Trail Needs document.

State Comprehensive Outdoor Recreation Plan*:

The State Comprehensive Outdoor Recreation Plan (SCORP) indicates that 78% of households are most interested in trails with modern facilities. This project would help improve this trail head facility to it into a modern facility that surveyed people are looking for. This project will provide for a safe and more secure access point to the trail. This facility would provide for a place to hydrate, get out of the elements, and have the capabilities to host any event that would use the trail system.

Make sure to look up your region and identify if it is a primary, secondary, or tertiary weakness.

Mainstreet Summit Priorities

Please explain how this trail will include aspects of the Main Street Initiative.

Main Street Initiative*:

Keeping the Main Street Initiative, SCORP and NDRPA's Mission Statement in mind. Recreation is a vital part of recruiting and retaining people to fill out ND'S workforce. Trails and trailside facilities are a key component in our door recreation. Improving this facility would enhance the experience of the users, by providing off highway and off-street parking. When this project would be finished it would allow people of all capabilities to use the trail side facility at any time.

Project Information

Title of Applicant's Project*: Valerie Entzel Memorial Park

Description of Project*:

This project would provide a parking lot that will provide for off highway and off-street parking while access the existing trail. This project will also enhance the trail head facility with a gravel parking lot, security lighting, and a shelter. When completed this will be a completely handicap accessible facility. The trail counting system will help in the process of showing needs and the number of users this facility has have.

*Recipients have 18 months to complete the project.

Estimated Start Date and End Date*: 05/01/2024 10/20/2024
Start Date End Date

Location

Project Address (if available): 3641 Palomino Dr N

Project City/Town*: Mandan

County*: Morton

Latitude

(decimal degrees): Ex. 46.78569

Longitude

(decimal degrees): Ex. 100.62217

Latitude and Longitude*: 46.887455 -100.910719
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 Park is west of the intersection of Palomino Drive North and Arabian Drive North. The center of the west edge of this park is at this intersection.

All aspects of this project will be contained in this approximate 4.75 acre Park.

Legal Address (if applicable):

3641 Palomino Dr N
It is in Lot-3 Block-001
Township 139N Range 81W Section 4
Example: Township Region Section

Environmental Screening

Initial 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*: 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*:	Not Applicable
Circulation/Transportation*:	Not Applicable
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*:	No/Negligible Impacts
Socioeconomics*:	Not Applicable
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:

This project will help finish an existing Trail Side Facility / Park. None of the additions will have an effect on the environment.

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 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.

72
Individual*:

Yes

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*: N/A

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*: N/A

Authorization

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

Authorization*: Yes

Responsible Official*: Timothy Nilsen
First Name Last Name

Title*: Morton County Park Director 04/27/2023
Title Date

Attachments

Attachments

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Project Location Map		North of Mandan approximately 4 miles on Highway 1806 to Sommer Dr N, turn right to go to Palomino Dr N. Turn right onto Palomino Dr N The Park entrance is directly west of the intersection with Arabian Dr N. the first intersection	location map.pdf	pdf	1 MB	04/27/2023 03:24 PM
Site Development Plans (if available)		These plans were developed in 2014 in partnership with the Planning and Zone Office of Morton County	development plans.pdf	pdf	1 MB	04/27/2023 03:31 PM
Written assurances/leases that confirm the project will be open for public use		The Morton County Auditor (Dawn Rhone) assures this Park/Trailside Facility will be open to all the Public for their enjoyment	Auditor.pdf	pdf	87 KB	04/27/2023 03:34 PM
Recent Cultural Review Letters or Documents (if applicable)						
Board Meeting Minutes and/or Letters of Support for Project		Attached are the unapproved Park Board minutes from March 28, 2023 showing approval to apply for the grant. Also minutes from the April 25, 2023 meeting show approval of the minutes of the previous meeting. I also attached a letter of support from the Central Dakota Cyclists Club showing their support of these improvements.	minutes and letter.pdf	pdf	868 KB	04/27/2023 03:57 PM
Written Confirmation of MPO Approval (if applicable)						
Environmental Clearance Review Documents						

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	\$800.00	\$160.00	\$640.00
Demolition and removal	\$0.00	\$0.00	\$0.00
Construction	\$48,090.00	\$9,618.00	\$38,472.00
Equipment	\$1,000.00	\$200.00	\$800.00
Miscellaneous	\$0.00	\$0.00	\$0.00
Total	\$49,890.00	\$9,978.00	\$39,912.00

Contingency

Contingency (typ. 10-20%): \$5,000.00

Total Budget

Total Project Cost: \$44,912.00

RTP Federal Assistance Requested Total: \$35,929.60

Financial Match

Match Source	Type of Match	Amount	Secured
Local	Cash	\$10,000.00	Yes
		\$10,000.00	

Partial Funding Feasibility

Would partial funding affect the grant?

Partial Funding*: Yes

If Yes, Briefly Explain:

If this project were funded at a level lower than requested parts of the project and or other maintenance efforts in the Morton County Parks System would have to be deferred.

Cost Estimate

Description	File Name	Type	Size	Upload Date
No files attached.				



Morton County

STATE OF NORTH DAKOTA
OFFICE OF COUNTY AUDITOR

Dawn R Rhone, CPA
County Auditor

April 27, 2023

To whom it may concern:

The trail side facility in the attached grant will be open to the public for public use.

Sincerely,

A handwritten signature in blue ink that reads "Dawn R Rhone".

Dawn R Rhone, CPA
Morton County Auditor

Potential CPG Formula Options (last revised 3/27/2023)

(Created through the cooperation of Executive Directors from BMMPO, GF/EGF MPO, and MetroCOG)

Current Scenario without Minot - Base Amount of \$120,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (based on 2023 Grant)	Total (based on Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Historic Avg to Current)
Bis-Man MPO	30.21%	\$ 741,966.46	\$ 120,000.00	\$ 861,966.46	\$ 736,301.65	\$ 861,966.46	\$ (0.00)	\$ (125,664.81)
FM Metro COG	51.61%	\$ 1,267,435.99	\$ 120,000.00	\$ 1,387,435.99	\$ 1,172,773.86	\$ 1,387,435.99	\$ 0.00	\$ (214,662.13)
GF-EGF MPO	18.18%	\$ 446,556.55	\$ 120,000.00	\$ 566,556.55	\$ 490,924.50	\$ 566,556.55	\$ (0.00)	\$ (75,632.05)
Minot	N/A	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	100.00%	\$ 2,455,959.00	\$ 360,000.00	\$ 2,815,959.00	\$ 2,400,000.00			

Current Scenario with Minot Added - Base Amount of \$120,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Hist Avg to Hist Avg)
Bis-Man MPO	26.12%	\$ 610,124.03	\$ 120,000.00	\$ 730,124.03	\$ 621,480.61	\$ 861,966.46	\$ (131,842.43)	\$ (114,821.04)
FM Metro COG	44.62%	\$ 1,042,304.91	\$ 120,000.00	\$ 1,162,304.91	\$ 976,704.00	\$ 1,387,435.99	\$ (225,131.08)	\$ (196,069.86)
GF-EGF MPO	15.72%	\$ 367,206.46	\$ 120,000.00	\$ 487,206.46	\$ 421,818.83	\$ 566,556.55	\$ (79,350.09)	\$ (69,105.67)
Minot	13.55%	\$ 316,407.32	\$ 120,000.00	\$ 436,407.32	\$ 380,065.38	\$ -	\$ 436,407.32	\$ 380,065.38
	100.00%	\$ 2,336,042.73	\$ 480,000.00	\$ 2,816,042.73	\$ 2,400,068.82			

Scenario A - Base Amount of \$200,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Hist Avg to Hist Avg)
Bis-Man MPO	26.12%	\$ 526,543.93	\$ 200,000.00	\$ 726,543.93	\$ 617,900.51	\$ 861,966	\$ (135,422.53)	\$ (118,401.14)
FM Metro COG	44.62%	\$ 899,520.91	\$ 200,000.00	\$ 1,099,520.91	\$ 913,920.00	\$ 1,387,436	\$ (287,915.08)	\$ (258,853.86)
GF-EGF MPO	15.72%	\$ 316,903.33	\$ 200,000.00	\$ 516,903.33	\$ 451,515.69	\$ 566,557	\$ (49,653.22)	\$ (39,408.80)
Minot	13.55%	\$ 273,063.09	\$ 200,000.00	\$ 473,063.09	\$ 416,721.15	\$ 0	\$ 473,063.09	\$ 416,721.15
	100%	\$ 2,016,031.26	\$ 800,000.00	\$ 2,816,031.26	\$ 2,400,057.35	\$ 2,815,959		

Scenario B - No Base Amount per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Hist Avg to Hist Avg)
Bis-Man MPO	26.12%	\$ 735,494.18	\$ -	\$ 735,494.18	\$ 626,850.76	\$ 861,966	\$ (126,472.28)	\$ (109,450.89)
FM Metro COG	44.62%	\$ 1,256,480.91	\$ -	\$ 1,256,480.91	\$ 1,070,880.00	\$ 1,387,436	\$ (130,955.08)	\$ (101,893.86)
GF-EGF MPO	15.72%	\$ 442,661.17	\$ -	\$ 442,661.17	\$ 377,273.54	\$ 566,557	\$ (123,895.38)	\$ (113,650.96)
Minot	13.55%	\$ 381,423.67	\$ -	\$ 381,423.67	\$ 325,081.72	\$ 0	\$ 381,423.67	\$ 325,081.72
	100%	\$ 2,816,059.93	\$ -	\$ 2,816,059.93	\$ 2,400,086.02	\$ 2,815,959		

Scenario C - Base Amount of \$300,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Hist Avg to Hist Avg)
Bis-Man MPO	26%	\$ 422,068.80	\$ 300,000.00	\$ 722,068.80	\$ 613,425.38	\$861,966	\$ (139,897.66)	\$ (122,876.27)
FM Metro COG	45%	\$ 721,040.91	\$ 300,000.00	\$ 1,021,040.91	\$ 835,440.00	\$1,387,436	\$ (366,395.08)	\$ (337,333.86)
GF-EGF MPO	16%	\$ 254,024.40	\$ 300,000.00	\$ 554,024.40	\$ 488,636.77	\$566,557	\$ (12,532.15)	\$ (2,287.73)
Minot	14%	\$ 218,882.81	\$ 300,000.00	\$ 518,882.81	\$ 462,540.86	\$0	\$ 518,882.81	\$ 462,540.86
	100%	\$ 1,616,016.92	\$ 1,200,000.00	\$ 2,816,016.92	\$ 2,400,043.01	\$2,815,959		

Scenario D - Higher Base Amount for Metro COG (TMA and Budgetary Needs) and Lesser Base Amount to Minot (Equitable to MN MPO Start-Up)

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)	Gain or Loss (Hist Avg to Hist Avg)
Bis-Man MPO	26%	\$ 395,950.02	\$ 300,000.00	\$ 695,950.02	\$ 587,306.60	\$861,966	\$ (166,016.44)	\$ (148,995.05)
FM Metro COG	45%	\$ 676,420.91	\$ 500,000.00	\$ 1,176,420.91	\$ 990,820.00	\$1,387,436	\$ (211,015.08)	\$ (181,953.86)
GF-EGF MPO	16%	\$ 238,304.67	\$ 300,000.00	\$ 538,304.67	\$ 472,917.04	\$566,557	\$ (28,251.88)	\$ (18,007.46)
Minot	14%	\$ 205,337.73	\$ 200,000.00	\$ 405,337.73	\$ 348,995.79	\$0	\$ 405,337.73	\$ 348,995.79
	100%	\$ 1,516,013.33	\$ 1,300,000.00	\$ 2,816,013.33	\$ 2,400,039.43			

Federal CPG Fund Scenarios by MPO

	BMMPO	Pre-IIJA Level Est.*	MetroCOG	GF/EGF	Minot
Historic Average w/o Minot (120K)	\$ 736,301.65		\$ 1,172,773.86	\$ 490,924.50	-
Current Scenario w/ Minot (120K)	\$ 730,124.03	\$ 621,480.61	\$ 1,162,304.91	\$ 487,206.46	\$ 436,407.32
Scenario A (200K)	\$ 726,543.93	\$ 617,900.51	\$ 1,099,520.91	\$ 516,903.33	\$ 473,063.09
Scenario B (None)	\$ 735,494.18	\$ 626,850.76	\$ 1,256,480.91	\$ 442,661.17	\$ 381,423.67
Scenario C (300K)	\$ 722,068.80	\$ 613,425.38	\$ 1,021,040.91	\$ 554,024.40	\$ 518,882.81
Scenario D (Hybrid)	\$ 695,950.02	\$ 587,306.60	\$ 1,176,420.91	\$ 538,304.67	\$ 405,337.73

*Pre-IIJA Est. is based on a \$2.4M Statewide grant (for all scenarios)

Past BMMPO CPG Grants (Federal only)

2007	501,567.22
2008	909,258.69
2009	600,665.00
2010	666,048.00
2011	651,746.00
2012	570,126.00
2013	608,996.00
2015	656,844.00
2016	796,937.00
2017	643,685.00
2018	657,782.00
2014	448,394.48
2019	673,256.00
2020	694,073.00
2021	686,074.00
2022	851,719.00
2023	868,084.83

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Status Report #11

Project: Sunset Drive Corridor Study

Consultant: KLJ

Reporting Period: 4/7/2023 to 5/5/2023

Tasks Completed to Date:

Task	% of Task Complete
Task 1 – Project Management and Coordination	98%
Task 2 – Public Engagement	100%
Task 3 – Existing Conditions Documentation	100%
Task 4 – Future Conditions Analysis	100%
Task 5 – Goals/Objectives/Project Purpose & Need	100%
Task 6 – Alternatives Development	100%
Task 7 – Alternative Analysis	100%
Task 8 – Project Implementation & Corridor Concept Plan	100%
Task 9 – Draft/Final Report	99%

Overall percentage of project complete: 99%

Summary of activities within reporting period:

Task 1 – Project Management and Coordination

- Project Oversight and management with BM-MPO

Task 2 – Public Engagement

- Completed

Task 3 – Existing Conditions Report

- Completed.

Task 4 – Future Conditions Analysis

- Completed.

Task 5 – Goals/Objectives/Project Purpose & Need

- Completed.

Sunset Drive Corridor Study

Task 6 – Alternatives Development

- Completed.

Task 7 – Alternative Analysis

- Completed.

Task 8 – Project Implementation & Corridor Concept Plan

- Completed.

Task 9 – Draft and Final Report

- Draft report submitted 4/7/2023
- Comments received 4/26/2023
- Updated report submitted 5/5/2023
- Scheduled for Mandan city commission presentation May 16.
- Scheduled for final TAC and Advisory Board presentations June 20 and 21



TAC and Policy Board Progress Report

Date: Thursday, May 04, 2023

Project: Bismarck-Mandan Arrive 2050 Update

To: Rachel Lukaszewski

From: Jason Carbee

Subject: Progress Report for April 2, 2023 to April 30, 2023

Please note that this progress report summarizes the work completed during the period above.

TDMSE Task 1 – Project Management

- The consultants continued monthly accounting and progress reports.
- Conducted MPO-HDR-SRF team coordination calls.
- Provided updates to TAC and Policy Board meetings April 17 and 18.

TDMSE Task 2 - Outreach and Stakeholder Consultation

This task is complete.

TDMSE Task 3- TDMSE Data Needs

This task is complete.

TDMSE Task 4 – TDMSE Methodology

This task is complete.

TDMSE Task 5 – TDMSE Development Scenario and Forecasts

- Allocated Baseline socio-economic data into TAZ geographies in GIS.
- Delivered to ATAC for review, and eventually incorporate into a baseline TDM run.

TDMSE Task 6 – TDMSE Baseline Study Expectations

- Continued work on refining baseline TAZ socioeconomic data in ArcGIS.

TDMSE Task 7 – Allocate Socioeconomic Data

- Preparation for the April 14th workshops continued, including development of parameters and assumptions and GIS template ahead of the workshop.
- SRF facilitated the transportation analysis zone (TAZ) Allocation workshops on Friday, April 14th. One workshop with jurisdictions east of the river, and a second workshop with jurisdictions west of the river.
- SRF incorporated the workshop feedback/work product into GIS, in preparation for a round of feedback from jurisdictions on growth by TAZ.

Project Progress Summary

Task	Start Date	End Date	Percent Complete		Explanation / Discussion
			Period Start	Period End	
TDMSE Task 1 - Project Management	Sep-22	Jun-23	70%	80%	Reflects combined SRF / HDR hours for TDMSE.
TDMSE Task 2 - Outreach and Stakeholder Consultation	Sep-22	Jun-23	99%	100%	
TDMSE Task 3- TDMSE Data Needs	Sep-22	Nov-23	99%	100%	
TDMSE Task 4 - TDMSE Methodology	Oct-22	Nov-23	99%	100%	
TDMSE Task 5 - Development Scenario and Forecasts	Nov-22	Feb-23	95%	100%	
TDMSE Task 6 - Baseline Study Expectations (Forecasts)	Nov-22	Mar-23	99%	100%	
TDMSE Task 7- Allocate Socioeconomic Data	Dec-22	May-23	25%	80%	Majority of growth is in TAZs – jurisdictions will still react to draft growth assumptions.
TDMSE Task 8 - Model Performance Review and Validation	Feb-23	Jun-23	0%	0%	Have not received base year model files from ATAC yet.
TDMSE Task 9 - Report	Sep-22	Jul-23	0%	0%	
MTP TASK 1 - Project Management	Jun-23	Dec-24	6%	7%	Continued accounting and invoicing. Began discussions of MTP kick-off with MPO staff.
MTP TASK 2 – Public Engagement	Jun-23	Dec-24	1%	1%	Developed a graphical MTP schedule for use.
MTP TASK 3 – Data Collection	Jun-23	Sep-23	0%	0%	
MTP TASK 4 - Goals, Objectives & Performance Measures	Aug-23	Oct-23	0%	0%	
MTP TASK 5 – Baseline System Conditions	Aug-23	Jan-24	0%	0%	
MTP TASK 6 - Develop & Screen Alternatives	Jan-24	May-24	0%	0%	
MTP TASK 7 – Financial Plan and Implementation Schedule	Oct-23	Jun-24	0%	0%	
MTP TASK 8 – MTP Document Development and Review	Jun-24	Dec-24	0%	0%	
Project Totals	Sep-22	Dec-24	15%	16%	



PROGRESS REPORT

SRF COMMISSION NO.	022-15824
PROGRESS REPORT NO.	8
DATE	April 30,2023

REPORTING PERIOD	April 1, 2023 through April 30, 2023
PROJECT NAME	Bismarck-Mandan MPO Transit Development Plan
PREPARED BY	Bill Troe
ROUTE/COPY TO	Teresa Carey
Percent Complete through Period	70%

COMPLETED ACTIVITIES PREVIOUS PERIOD (April 2023)

- Finished draft organizational structure alternatives memo.
- Prepared presentation for April 10, 2023 public informational meeting.
- Facilitated public meetings in Mandan and Bismarck.
- Completed analysis of the economic return/multiplier associated with transit investment (local and state/federal investment).
- Initiated evaluation of contractor relative to city/public service operator models.
- Initiated assessment of alternate local funding sources.

ONGOING ACTIVITY THIS PERIOD (May 2023)

- Finalize future funding scenario memo including alternate sources.
- Present alternate governance models to transit board.
- Prepare additional parts of the final plan.
- Prepare draft recommendations regarding governance structure.

PROJECTED ACTIVITY NEXT PERIOD (June 2023)

- Prepare public meeting #3 material.
- Distribute draft transit development plan document.

PROBLEMS ENCOUNTERED/ITEMS OF NOTE/SCHEDULE REVISIONS

- None.

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Bismarck-Mandan MPO * 2023 Ortho - Lidar Project * Period ending 5/5/23

<i>Bismarck-Mandan MPO Field Survey</i>				
Phase (Percent of Project)	Percent Complete	Start	End	Comments
Kick-off Meeting (0.5%)	100.00%	4/20/2023	4/20/2023	
Targeting (2%)	100.00%	4/24/2023	4/30/2023	
Field Survey (3%)	0.00%			
Survey Report (0.5%)	0.00%			
Supplemental Field Topo (2.5%)	0.00%			

<i>Bismarck-Mandan MPO Digital Orthophotos</i>				
Phase (Percent of Project)	Percent Complete	Start	End	Comments
Imagery Acquisition (9%)	90.00%	5/3/2023		NTP 5/1 * Acquisition start-up 5/3
Raw Imagery Processing and QC (1%)	0.00%			
Aero-Triangulation (2%)	0.00%			
Stereo Model Set QC (1%)	0.00%			Review for parallax / target report
Orthophoto Processing (22%)	0.00%			Pilot delivery in July
Accuracy Analysis (0.5%)	0.00%			Accuracy reporting
File Formatting and Mosaics (3%)	0.00%			
Metadata (1%)	0.00%			
Final Delivery (Due 12/31/23)				due 12/31/23

<i>Bismarck-Mandan MPO Lidar Terrain</i>				
Phase (Percent of Project)	Percent Complete	Start	End	
Lidar Acquisition (9%)	90.00%	5/3/2023		NTP 5/1 * Acquisition start-up 5/3
Calibration and Index (4%)	0.00%			
Bare Earth Edit (25%)	0.00%			
Hydro Breakline Collection (10%)	0.00%			Hydro flattening
Terrain Building and Formatting (2%)	0.00%			
Contour Generation (2%)	0.00%			
Final Delivery (Due 12/31/23)				due 12/31/23

Project Percent Complete	18.7%
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