Bismarck-Mandan
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TO: **Bismarck-Mandan Metropolitan Planning Organization Technical Advisory Committee**

FROM: **Rachel Drewlow, MPO Executive Director**

DATE: **December 13, 2021**

RE: **TAC Meeting**

There will be a meeting of the Bismarck-Mandan MPO Technical Advisory Committee on **Monday, December 20, 2021, at 10:00 AM.** The meeting will be held in the Tom Baker Meeting Room of the City/County Office Building at 221 N. 5th Street, Bismarck, ND. The agenda is outlined below.

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

Many of the 14 (fourteen) TAC members will attend this meeting remotely. **TAC members and those presenting at the meeting will receive ZOOM invites approximately 1 business day prior to the meeting. Individuals wishing to participate via ZOOM should email contact information to mpo@bismarcknd.gov at least 3 days in advance of the meeting to receive a meeting invite tailored uniquely to them.**

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

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Next scheduled TAC meeting is on 1/18/2022. 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

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

Common MPO Acronyms

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

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

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
NOVEMBER 15, 2021

The Bismarck-Mandan Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) met on November 15, 2021, at 10:00 a.m. in the Tom Baker Meeting Room, City/County Office Building, 221 N. 5th Street, Bismarck. Rachel Drewlow presided.

Members present or participating via Zoom were Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Michael Johnson for Wayne Zacher, and Rachel Drewlow.

Others present or participating via Zoom were Kim Riepl and Stephen Larson, Bismarck-Mandan MPO; Mark Berg, City of Bismarck Engineering; Kristen Sperry, Federal Highway Administration (FHWA); and Dave Mayer, Bismarck Parks and Recreation District.

MINUTES

Chair Drewlow called for consideration of the minutes from October 18, 2021.

MOTION: Mr. Ehreth made a motion to approve the October 18, 2021 minutes as presented. Mr. Stromme seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, and Chair Drewlow voting in favor, the minutes of the October 18, 2021 meeting were approved.

2025 TRANSPORTATION ALTERNATIVE (TA) PROJECTS

Ms. Riepl explained the MPO began soliciting for the TA rojects back in August and received three applications in response. Two applications were submitted by Bismarck Parks and Recreation District, and one by the City of Bismarck.

The first application submitted by Bismarck Parks and Recreation District is the South Washington Trail Extension, running from Meridian Drive to Sibley Park. It is a ten-foot wide shared-use asphalt trail extension covering approximately 0.86 miles, with a total cost of $394,411. Bismarck Parks is requesting $290,000 in federal dollars for the project. The second project Bismarck Parks submitted is the Hay Creek Trail Renovation, for the removal and replacement of asphalt on 0.45 miles of shared-use trail from Lilac to the 26th Street stairs (located north of Divide Avenue). The total cost is $194,928 and Bismarck Parks is requesting $155,934 in federal dollars.

Mr. Mayer said the South Washington Trail Extension is something Bismarck Parks has wanted to do for a long time. It would be an excellent connection for Sibley Park visitors and campers to be connected to the trail system. South Washington is difficult to access from a pedestrian perspective at Sibley Park, so a shared-use trail would be very beneficial. The General Sibley campground gets extensive use during the summer, but there are also many

people who use Sibley Park during the winter, and Bismarck Parks expects to have more hard data on that in future.

Mr. Mayer explained the Hay Creek Trail Renovation is addressing one of the older sections of the Hay Creek Trail; they just finished renovating a northern section of the Hay Creek Trail, so this project would complete renovation of that section of the trail.

Mr. Schriock said he noticed the South Washington Trail Extension mostly parallels a Burleigh County roadway. He asked if Bismarck Parks has had any conversations with Burleigh County officials about this project. Mr. Meyer said not yet, but if the project does receive TA funding they will certainly need to have several right-of-way discussions with Burleigh County.

Mr. Schriock then asked if the City of Bismarck is allowed to sponsor this project (he sees they are listed as the sponsor) since the project would be outside Bismarck's city limits. Mr. Schell said NDDOT would likely be indifferent to whether Burleigh County or the City of Bismarck sponsored the project (these kinds of projects have to be sponsored by a local jurisdiction). However, since it is in Burleigh County's right-of-way, even if the City of Bismarck is sponsoring it, Burleigh County would still need to approve the appropriate improvements and right-of-way for the project to move forward. Mr. Schriock asked if there was intention for the City of Bismarck to annex this section of territory, and Mr. Schell said not to his knowledge. Mr. Schriock thanked him for the information.

Mr. Flanagan said he noticed the comments on the South Washington application say it is not in the flood plain, but he believes this is incorrect. He does not believe this will make much difference since there are no buildings going in for this project, but this area is in the flood plain. Chair Drewlow said there is time this week for Bismarck Parks to revise the application to note this correction, and Mr. Mayer thanked Mr. Flanagan for his comment.

Ms. Riepl presented on the third and final project, submitted by the City of Bismarck. The project is for a US 83/State Street Multi-Use Trail Extension from Calgary Avenue to 43rd Avenue. It would be a ten-foot wide shared-use asphalt path extension, approximately 2,500 linear feet in length. The total cost is $310,000 and the City of Bismarck is asking for $248,000 in federal dollars for the project.

Mr. Schell said the current State Street Trail terminates on Calgary Avenue, so the proposed extension would take it up to 43rd Avenue, where it would connect with the pedestrian facilities constructed on 43rd Avenue in 2020. There will also be pedestrian facilities built at State Street going east on 43rd Avenue as part of a reconstruction project on 43rd happening next year. Mr. Schell noted Bismarck also submitted this project as an Urban Regional application, to give NDDOT a choice of two funding options for this project.

Ms. Sperry asked Mr. Schell if this trail extension will fit within the existing right-of-way. Mr. Schell said yes. Ms. Sperry asked if the Welcome to Bismarck sign at 43rd Avenue and State Street was paid for by Land and Water Conservation funding. Mr. Schell said he was unsure. Ms. Sperry said she thought she saw this in a prior solicitation for a 43rd Avenue project, and if the sign was paid for with that funding, Bismarck should be careful this trail extension does not affect the sign's site boundary, otherwise additional mitigation and legwork would be required.

Ms. Riepl explained the Bismarck-Mandan MPO Bicycle-Pedestrian Subcommittee met to review and discuss the TA applications on November 3rd. She said there was good discussion at this meeting, and the MPO believes going back to a two-tier application system for the TA process may be helpful in future years. This system would allow the Bike-Ped Subcommittee to

provide feedback to the jurisdictions on their applications before they are officially submitted and ranked, and would hopefully give the applications the best chance at success.

Ms. Riepl referred to the summary sheet in Exhibit A, and said the TA projects are divided between preservation and construction. The Hay Creek Trail Renovation was the only preservation project, while the other two projects fell under construction. MPO staff scored the projects against MTP objectives, while the Bike-Ped Subcommittee ranked the projects. The scores were then combined. The City of Bismarck's State Street Project was ranked number 1 in the construction category, while the South Washington Trail Extension was ranked number 2. The Hay Creek Trail Renovation was ranked first in the preservation category, since it was the only preservation project. Ms. Riepl said it is completely at the discretion of TAC and Policy Board to accept the ranking provided, to provide a different ranking, or to send the applications to NDDOT without any ranking.

Mr. Ehreth asked if preservation and construction have separate pots of money in the TA program. Ms. Riepl said she does not believe so. The reason the MPO divides TA projects into preservation and construction is because the TIP requires the MPO to break out project costs into preservation and construction. Mr. Ehreth said he believes that makes sense on the MPO side, but he wonders if NDDOT's selection committee will be confused by having the projects divided, with two number 1 projects. Mr. Ehreth wonders if it would be better for the projects to be ranked together, regardless of whether they are preservation or construction.

Ms. Drewlow said when the MPO started ranking TA projects several years ago, the Bike-Ped Subcommittee believed preservation projects were having trouble gaining points over new construction projects. Also, as a whole, the MPO has been trying to promote preservation projects as an important component of the transportation network. Ms. Drewlow said for the last one or two years, the TA projects have thus been submitted to NDDOT with a top ranked construction project, and a top ranked preservation project. However, TAC does have the option to re-prioritize the projects.

Mr. Ehreth said he has sat on the NDDOT selection committee in the past, and believes if he as a member looked at these projects, he would be confused about whether the MPO was prioritizing construction or preservation projects. Both are important, but Mr. Ehreth believes if the purpose of ranking the projects is to give the committee a sense of what project is most important, the projects should be ranked together.

Ms. Sperry asked if the NDDOT selection committee has ever expressed a preference between preservation and construction projects. Ms. Riepl said the committee uses the goals in the MTP and the Bismarck-Mandan Bicycle-Pedestrian Plan to evaluate the projects, and so are not necessarily expressing a preference between preservation and construction. Ms. Riepl did say the way the goals are laid out in the MTP and the Bicycle-Pedestrian Plan does make it more difficult for preservation projects to beat out construction projects.

Mr. Ehreth said the makeup of NDDOT's selection committee varies from year to year, so it can be hard to evaluate their preferences.

Mr. Schell asked if Bismarck Parks has any preference between the preservation project and the construction project they submitted. Mr. Mayer said both are priorities, and it would be tough for him to pick one over the other.

Mr. Ehreth said from his experience, if these projects are sent to NDDOT with two number 1 projects, there is risk that NDDOT will just select the least expensive of the two. He said he would support ranking the projects together for that reason. Ms. Drewlow noted the MPO tries to make it visually apparent that preservation and construction are ranked separately.

Mr. Ehreth said since the MPO may not get multiple TA projects funded, he still thinks ranking them separately will make it more likely for NDDOT to simply pick the least expensive project.

Mr. Schell said the State Street project was close to being funded the last time it was submitted, so he is hopeful NDDOT will find value in the project this time around, no matter how TAC decides to prioritize the TA projects. He said he is comfortable with however TAC decides to rank them, since he believes all the projects are good projects. If he did not think that was the case, ranking them would take on more importance. He thinks any of the projects being considered would bring good money and good value to the community.

Ms. Riepl said if TAC is considering combining the three TA projects into one ranking, the combined scores between the MPO staff ranking and the Bike-Ped Subcommittee ranking would place the Hay Creek Trail project at 1, the State Street Trail Extension at 2, and the South Washington Trail Extension at 3. Mr. Schell asked if the Hay Creek Trail score was automatic, since it was the only preservation project. Ms. Riepl said it could have been given a score of 0, but there was no competition in the preservation project category, so that did impact the score it received.

Ms. Drewlow said if TAC is not ready to move forward with project recommendations, there would be an option to have them scored collectively 1 through 3 by the Bike-Ped Subcommittee, and then bring them back to TAC and Policy Board in December. Ms. Drewlow said the submission deadline for the TA projects is December 31, 2021, so there would be time for this.

MOTION: Mr. Ehreth made a motion to table the TA Projects until the December meetings so they can be collectively ranked by the Bike-Ped Subcommittee. Mr. Peterson seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, and Chair Drewlow voting in favor, the motion was approved.

Note: Michael Johnson joined the meeting after the TA Projects.

2026 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT

Ms. Riepl said the MPO solicited for the HSIP in August, and received one application. The application is for the construction of a roundabout at Centennial Road and 71st Avenue, to include the adjoining 41st Street NE and Rooster Road. The project was submitted by Burleigh County and will include lighting and landscaping elements. The total project cost is $4,500,000, and the federal dollars requested would be $4,050,000. The project is listed in the short-term constrained project list for the MTP, and MPO staff gave it a score of 11.3 out of 11.3 against the goals and objectives of the MTP. Mr. Schriock mentioned there is significant growth happening in the area around this project.

Mr. Schell said he got approval from his board to submit an HSIP project for the City of Bismarck, but failed to email it to the MPO before the submission deadline. He thinks the Centennial Road project is a good one for Burleigh County, but he is wondering if Bismarck could be allowed to submit their project for consideration at the December meetings.

Ms. Drewlow said there was a deadline for submission, but the MPO has been flexible with the jurisdictions in the past. She said TAC has the option of recommending approval for the current project and then considering Bismarck's project next month (without prioritizing the

projects for NDDOT), or if TAC wants to prioritize the projects they can table HSIP completely until next month.

Mr. Schell asked if HSIP projects have been sent to NDDOT prioritized in the past. Ms. Drewlow said they sometimes have and sometimes have not. Mr. Johnson said NDDOT does not have a large HSIP program under the current federal transportation bill (around $12 million in total statewide funding). Usually this money is roughly split in half between local and statewide projects. Over the past few years, he said NDDOT has been intentionally over-programming projects, since increased funding is expected with a new transportation bill. It would be up to the MPO whether or not to submit the HSIP projects ranked, since he is not sure exactly how NDDOT would evaluate the projects.

Mr. Ehreth asked Mr. Schell what the cost of the City of Bismarck's HSIP project would be. Mr. Schell said it would be at around $420,000 if constructed in 2026. Mr. Ehreth noted Burleigh's project would be about one third of the $12 million budget available in the HSIP. Mr. Ehreth suggested accepting Burleigh County's project today and looking at Bismarck's project next month, without any ranking. He said given the Burleigh County project's high dollar value, he is not sure how realistic its selection would be even if it was ranked as the top priority.

Mr. Schell said he wonders if other funding could be brought into the Burleigh County project to lower the dollar amount being requested from the HSIP pot. Alternatively, the project could also be submitted as is and if it is not funded, perhaps a different funding strategy could be pursued in a future year.

Mr. Johnson said NDDOT is not allowed to mix and match funding with the HSIP, so Burleigh County could not draw federal money from other programs if they were using HSIP funds. The only option would be for Burleigh County to increase the local match and ask for less federal funding from HSIP. This is always an option for a local jurisdiction.

Ms. Drewlow noted that this Burleigh County project was ranked as the top safety project in the Arrive 2045 MTP, so it is a very high MPO priority.

MOTION: Mr. Schriock made a motion to recommend approval of the HSIP Project as presented, without prioritization. Mr. Schell seconded the motion.

DISCUSSION: Mr. Schell said he is perfectly comfortable forwarding the HSIP projects without ranking them. He would just want to submit the City of Bismarck's project for consideration at the meetings in December. Mr. Froseth suggested the approval for Bismarck to submit another project be a separate motion from the motion to recommend approval for Burleigh County's project, and this was done.

ROLL CALL VOTE: Mr. Schriock had made a motion to recommend approval of the HSIP Project as presented. Mr. Schell had seconded the motion, and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Michael Johnson, and Chair Drewlow voting in favor, the motion was approved.

MOTION: Mr. Froseth made a motion to recommend allowing the City of Bismarck to submit an HSIP Project for consideration at the December meetings. Mr. Schell seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes,

Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss, Michael Johnson, and Chair Drewlow voting in favor, the motion was approved.

2024 URBAN GRANT PROJECTS

Ms. Riepl referred to Exhibit G in the packet for a summary of the projects submitted for the Urban Grants program. Two applications were received from the City of Bismarck and one from the City of Mandan. MPO staff reviewed and scored the applications against the MTP goals. In this case, the highest scored project is ranked first, since the ranking system is not two-tiered.

Mr. Froseth said he unfortunately cannot stay on the meeting, but he wants to be a part of this discussion. He noted the City of Mandan's project scored third out of the three projects, and asked if he missed the subcommittee meeting for the Urban Grants scoring. Ms. Riepl said he did not miss the meeting, as the Urban Grants program applications are just scored by the MPO staff. The highest scored project is Bismarck's Front Avenue to 5th Street Pavement Rehab, the second highest is Bismarck's West Core Business District Pavement Upgrade, and the third highest is Mandan's Downtown Core Reconstruct Phase I. Ms. Riepl said there was one scoring criteria Bismarck's projects received that Mandan's did not, and she believes that had to do with reducing congestion on functionally classed roadways.

Mr. Froseth said he would like to reserve the final decision on the Urban Grants applications until the December meetings, and would also like the applications discussed in a subcommittee before those meetings. He said he knows the MPO has moved away from doing a subcommittee for the Urban Grants program, likely because they are more deliberately ranked in the MTP, but he still sees value in a subcommittee meeting.

MOTION: Mr. Froseth made a motion to recommend tabling the Urban Grants Projects until the December meetings to allow for discussion and review by a jurisdictional subcommittee. Mr. Schell seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Justin Froseth, Kevin Nelson, Mitch Flanagan, Natalie Pierce, Dean Schloss and Michael Johnson voting in favor, and Chair Drewlow voting against, the motion was approved.

Note: Mitch Flanagan and Justin Froseth left the meeting after this motion.

2026 URBAN ROADS PROJECTS

Ms. Drewlow presented on this item. She said the MPO received three Urban Roads applications, two from the City of Mandan and one from the City of Bismarck. The Bismarck project is for the reconstruction of South Washington Street from Wachter Drainage Ditch to Burleigh Avenue. This will reconstruct and widen the roadway from a two-lane rural section to a three-or five-lane concrete urban section with center turn lane and right turn lanes at major intersections. The project has a length of 1.1 miles, and the cost is estimated at $11,700,000, with Bismarck requesting up to $9,360,000 in federal funding. The project is in the MTP and is ranked third on the short-term constrained list of MTP projects. MPO staff scored the project against the goals of the MTP at 14.6 out of 18.7.

The first Mandan project is for an expansion of Division Street for approximately 0.8

miles west of Sunset Drive. Mandan expects the project to cost $6,000,000, and they are requesting up to $4,800,000 in federal money. This project is not listed in the MTP, and would require an MTP amendment should it receive funding. The second Mandan project is for the expansion of Boundary Road for approximately 0.8 miles west of Sunset Drive. The costs are the same as the Division Street project, and again the project is not listed in the MTP and would require an amendment should it be funded. Both Mandan projects received 8.9 out of 18.7 points from MPO staff.

Ms. Drewlow noted Urban Roads funding for 2026 is currently very limited, because further funding has not yet been authorized for 2026 from the federal government. The anticipated transportation bill should include 2026 funding, but as of yet those amounts are not known. NDDOT is recommending submitting projects based on an estimation similar to Urban Roads funding in prior years.

Mr. Schell asked when 2026 funding might be known. Mr. Johnson said NDDOT does not have a timeline right now. They are expecting the transportation bill to be signed into law soon, but it will take time after that for the funding levels to be released. NDDOT will have to sort through a number of different factors related to the bill, and they will try to do this quickly. He noted NDDOT is soliciting for 2026, which is already the last year of the new transportation bill. NDDOT will communicate funding changes with their jurisdictions as soon as they can after more is known.

Ms. Drewlow said MPO staff recommends promoting the South Washington project as the top priority among the Urban Roads projects, since it is the third ranked project in the MTP. TAC can recommend moving the projects forward, or bank the funding for a future year.

Mr. Schell said if the Urban Roads funding is as limited as it is currently (only about $600,000 available) it likely would not be worth submitting the applications, but given the expectation for increased funding, he thinks any funding received would help offset sales tax dollars on the projects. He said as more information is known about future funding levels, TAC will need to discuss adding or removing projects to react to new funding levels. Ms. Drewlow noted the MPO will certainly follow up with TAC and the jurisdictions as more information is available.

MOTION: Mr. Schell made a motion to recommend approval of the Urban Roads Projects as presented, with the South Washington project prioritized as the third-ranked MTP project, with a subsequent discussion when further funding information becomes available. Mr. Ehreth seconded the motion, and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Kevin Nelson, Natalie Pierce, Dean Schloss, Michael Johnson, and Chair Drewlow voting in favor, the motion was approved.

PLANNING STUDY CONTRACT TEMPLATE

Ms. Drewlow presented on this item. She explained this is a contract template the MPO would like to use for all future planning studies. The document is modeled after a similar contract being used by MetroCOG in Fargo. The Bismarck-Mandan MPO made some changes to the document to better reflect the financial and payment processes it uses with its consultants, and also added some additional clauses.

Ms. Drewlow explained having a contract template in place will eliminate the need for the consultant to create its own contract, and will hopefully provide them with a clear

understanding of what the MPO, NDDOT and FHWA expect of them for a planning study. Having a planning study contract template will expedite the study process as consultants become more comfortable working with the contract.

Ms. Drewlow noted items in the template marked in blue are clauses the MPO has used in past studies the MPO would like to retain. Items marked in red are proposed for removal, and items marked in purple are requests from NDDOT. She explained the contract template will not necessarily remain exactly the same as the MPO negotiates with consultants, but the MPO will work to keep the intent and integrity of the contract the same, while bringing any significant contractual alterations to the MPO's legal counsel, and NDDOT, for approval.

Mr. Schell asked if the contract template was reviewed by the MPO's attorney for compliance issues. Ms. Drewlow said it was sent both to the MPO's legal counsel and to NDDOT and received no comments.

Mr. Schell said Item D on the contract is very similar to item Q, and he asked if duplication has been looked at in the template. Ms. Drewlow thanked him for the comment, and said the similarity between items D and Q was an oversight that will be corrected. She would recommend removing one of the two, with the remaining clause stating ownership of the work product goes to the MPO and to NDDOT. She noted there is also some similarity in the risk management portion of the contract and the risk management appendices. The appendices are from NDDOT, but she also liked the wording Fargo Metro COG included in the body of the contract for risk management, which is why both are included (they do not contradict one another).

Mr. Johnson said he has not had a chance to review the template yet for NDDOT. He mentioned Fargo's contract template re-states the risk management and Title VI appendices in the body of the contract, and they get rid of the appendices, so this is something he could discuss with the Bismarck-Mandan MPO. He said the risk management appendix for the MPO will need to be different than Fargo's because of the MPO's relationship with the City of Bismarck, and also mentioned there are a couple of certifications that could be eliminated. He said he can assist with making all of these changes, and he said NDDOT is comfortable with TAC and Policy Board approving the general layout of this template, with the understanding that NDDOT will review it and make some minor changes.

MOTION: Mr. Ehreth made a motion to recommend approval of the Planning Study Contract Template, with the proposed changes noted. Mr. Schell seconded the motion and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Kevin Nelson, Natalie Pierce, Dean Schloss, Michael Johnson, and Chair Drewlow voting in favor, the motion was approved.

EAST MAIN AVENUE CORRIDOR STUDY CONSULTANT APPROVAL

Ms. Riepl explained TAC and Policy Board recently approved an RFP for the East Main Avenue Corridor Study. The study is being conducted as a cooperative effort between the MPO and the City of Bismarck Engineering Department. The study will analyze the East Main Avenue Corridor in Bismarck between 7th Street and 26th Street, and will lead to recommendations for roadway configuration and access management. The study has a not-to-exceed budget of $200,000, and is scheduled for completion in December of 2022 or January 2023. The MPO received two proposals in response to the RFP, one from Bolton and Menck with a subconsultant of Odney, and one from SRF with subconsultants of Apex Engineering and

TC2. The selection committee met on November 10 to interview the potential consultants. Both consultants gave good presentations, but ultimately SRF was recommended by the committee for the study. MPO staff thus recommends approving SRF as the consultant for the study.

MOTION: Mr. Ehreth made a motion to recommend approval of the East Main Avenue Corridor Study Consultant as presented. Mr. Stromme seconded the motion, and with Ben Ehreth, Chuck Peterson, Dan Schriock, Deidre Hughes, Gabe Schell, John Saiki, Andrew Stromme, Kevin Nelson, Natalie Pierce, Dean Schloss, Michael Johnson, and Chair Drewlow voting in favor, the motion was approved.

TAC MEETING FORMAT & LOCATION DISCUSSION

Ms. Drewlow said this item is listed as an action item, but if TAC is not ready for a firm decision, MPO staff are comfortable with taking no action for now. She reminded TAC that some TAC members have expressed interest in going back to in-person meetings. As part of that discussion, there is also an option to change meeting locations. TAC meetings used to be held in the board room at Bis-Man Transit, and if it was decided to move back there, Ms. Drewlow does not believe TAC would be able to use Dakota Media Access (DMA). A hybrid meeting is also an option, where both remote and in-person options are utilized. Ms. Drewlow mentioned MPO staff are not excited about the idea of a hybrid meeting, as it is easier to manage a meeting if the meeting is all in-person or all virtual, and the MPO only has a small staff.

Mr. Schell said he believes both formats have value. The virtual option is convenient and cuts down on travel time, but he does feel there are better conversations when the meetings are in-person. He would prefer to find a way to move back towards that. He said meetings are always open to the public to attend if they are interested. He acknowledged the challenges with a hybrid meeting, and said he is not sure of the best path forward, but is open to suggestions.

Mr. Ehreth says he agrees in-person meetings are preferred, but he knows there may be members of the public tuning in, or who have opportunity to tune in, for the meetings that may not have been able to in the past. He asked Ms. Drewlow if she was able to contact DMA about the number of viewers for the TAC meetings they stream on their website. Ms. Drewlow said she did contact DMA, but has not heard a response. She thinks it is useful for the public to be able to view and watch the meetings through DMA, but she does not have hard numbers on how many are doing so.

Mr. Johnson said the other MPOs in North Dakota have also used virtual avenues for their meetings since COVID, but they do not have them in a format where they are livestreamed or recorded for the public. Interaction with the public comes through the published agendas and minutes, and through interested parties requesting access to the meetings as participants. Ms. Drewlow said the Bismarck-Mandan MPO is uniquely situated in the City/County building in Bismarck, with direct access to the Tom Baker meeting room and DMA. She would guess the other MPOs do not have this same luxury.

Ms. Drewlow mentioned the MPO has received one or two emails from TAC members who would prefer to participate in the meetings remotely. Mr. Ehreth suggested the MPO conduct a poll of TAC members about their meeting preferences offline, to give everyone the opportunity to express their desires easily. Ms. Drewlow said this would be a good idea. She added if a hybrid meeting is desired, it might be helpful for one of the TAC members to monitor the online portion of the meeting, to facilitate a smoother process. She said if this is not preferable, an all virtual or all in-person option could be selected. She wants to clarify what to

include in the poll for TAC members.

Mr. Schell said all in-person or all virtual are the MPO's preferred options, but he does think having a hybrid meeting would provide members, and perhaps consultants, an option to call in virtually and there is value to that. He would prefer the poll include the hybrid meeting as an option, and he would volunteer to monitor the online portion of the meeting to help out. Ms. Pierce agreed with this. She believes meetings are best in-person, but the virtual option is a nice backup.

Ms. Drewlow said her thought would be to send out three polls. One would be to keep Zoom or not (so either have a hybrid with Zoom or go completely in-person). The second would be to keep DMA recording and the Tom Baker meeting room, or to move away from DMA recording. The third poll could address the timeline for the move. She asked if there were any additional items members would like to be polled on.

Mr. Schell said if there is a timeline element to the poll, he would like to have a short timeline included as an option (such as three months). He said if there are logistical concerns this may extend the time required, but some options might not take very long to implement. Ms. Pierce agreed with this, she does not think switching to in-person would need to take very long. Ms. Drewlow indicated a change could not be made until at least January, for logistical reasons.

Mr. Johnson said NDDOT will adjust to whatever TAC decides. He mentioned if a more in-person format is adopted, but Zoom is also kept, Zoom does have an option to record meetings. He also said polling members on their preferences outside of the meeting makes it seem there is reluctance to share opinions in the actual meeting.

Ms. Drewlow said from a logistical standpoint, she would like to send the poll after the meeting, since she does not know how to do Zoom polls in-meeting. She said in any case the results of the poll can be shared at a future meeting, but she is open to TAC's preferences.

Mr. Stromme said he would not need to know the exact poll results, he would be fine with a summary email explaining the action to be taken based on the results of the poll.

Mr. Johnson asked for this discussion be kept on the agenda as a regular item for now, and Ms. Drewlow agreed. She added a poll will be sent out to TAC before the December meeting, and this discussion will be taken up again.

2022 URBAN RAIL/HIGHWAY CROSSING SAFETY PROJECTS

Mr. Larson gave notice to the board the MPO did not receive any applications for the 2022 Urban Rail/Highway Crossing Safety program, and so no applications will be forwarded to NDDOT for this solicitation.

TRANSIT UPDATE

Ms. Hughes gave the Bis-Man Transit update. She said the Coordinated Public Transit Human Services Transportation Plan was approved by the Bis-Man Transit Board at their October meeting, and then by the Bismarck City Commission last week. The plan is an Federal Transit Administration (FTA) requirement for agencies receiving 5310 funding, and is available on the Bis-Man Transit website if anyone is interested. The plan will not need to be updated again for another five years.

Ms. Hughes said Transit is in the process of applying for Fiscal Year 2023 5310 funding for their Mobility Manager salary, and also for their After Hours and Sunday Demand Response Service, and this will be brought to TAC and Policy Board in December. Transit does not currently plan to request funding for rolling stock, it will just be operating expenses in this

application.

The Bis-Man Transit Board voted in October to accept the final National Express contract option, which will take effect in November of 2022 and end October 31 of 2023. This will give Transit some more time to coordinate and development an RFP for their operation services. Transit is also hosting a blood drive and stuff the bus event at the Transit facility on December 10. This year they are doing a Toys for Tots collection that week, and the goal is to have twenty-one donors sign up for the afternoon blood drive on December 10. Transit will be promoting this event on Facebook and in other formats.

MPO DIRECTORS' & NDDOT FALL MEETING UPDATE

Ms. Drewlow explained MPO staff met on October 15 with the other North Dakota MPOs as well as representatives from NDDOT, FHWA, and FTA. She provided a few updates from the meeting.

Ms. Drewlow said there was discussion about the potential for Minot to become an MPO. Based on the 2020 Census, Minot currently falls just short of the 50,000 population threshold needed to become an MPO. However, depending on the results of the census calculation for the urbanized area around Minot, there is still a possibility they will reach the MPO threshold. More information about this is expected in the spring of 2022.

There were also discussions at the meeting with NDDOT about updates to the functional classification process. All MPOs in North Dakota routinely update their functional classification system in partnership with local jurisdictions. This process has proven to be a long one, and NDDOT is working on some procedural changes which will hopefully allow them to review and approve functional class updates more efficiently, especially as regards possible changes coming as a result of new census boundaries. The 2020 Census population counts may result in changes to the Bismarck-Mandan MPO's urbanized boundary, and any boundary changes could impact the functionally classified roadway system. NDDOT is preparing for these changes and hopes to process them in a timely manner. The changes will likely come in 2022, or possibly 2023.

Ms. Drewlow concluded by announcing NDDOT is hosting a transportation conference at the Bismarck Event Center on March 1 and 2 of 2022. The MPO executive directors in North Dakota have all been invited to give a short presentation and Q&A about MPOs.

OTHER BUSINESS

2020 Bicycling & Walking Survey Results

Ms. Riepl said NDDOT recently completed their Long-Range Transportation Plan (called the "Transportation Connection"). North Dakota Active Transportation Alliance is extending an invitation to join them, along with NDDOT, for a detailed review of the results of the statewide 2020 Bicycling and Walking Survey. This survey was conducted as part of the Transportation Connection. The survey results, including details about barriers and opportunities for growing biking and walking, will be reviewed at a free deep-dive webinar. Anyone can attend, all that is required is pre-registration, which can be done using the link included in the meeting packet (Exhibit Q). The webinar is scheduled for November 16 from 3-4 p.m. Anyone who registers will be able to access a recording of the webinar after the fact.

Transportation Bill Update

Ms. Drewlow said she just received a message from Ms. Sperry indicating the new Transportation Bill is being signed by the President today. The MPO will have updates on the funding impacts of this bill as soon as they are available.

Accelerate North Dakota Update

Ms. Drewlow explained that the North Dakota Legislature is having a special session to determine how to spend the remaining COVID-19 relief funding. Governor Burgum has put together the Accelerate North Dakota proposal for spending this money. Ms. Drewlow briefly addressed the part of this proposal related to transportation funding. She said the proposal contains roughly $355 million dollars for roads and bridges, with $15 million requested for a secondary access at Medora. In the proposal, $23 million would go to township road repairs through the state, and $317 million is being requested for critical road needs throughout the state. These road needs have already been approved by the Legislature but have not yet been funded. The majority of the projects are outside of the Bismarck-Mandan MPO area. However, there are two projects that may impact the MPO area. The first is for high tension cable median guardrails on Interstate 94 (she believes this spans the length of the state), and the second is for rehab of existing rest areas/visitor centers across North Dakota (one of those facilities is outside Bismarck in Burleigh County). Ms. Drewlow noted the proposed projects are all for maintenance of the current transportation system. At this time, she is not sure where the Legislature is at in the process of apportioning the COVID-19 funding.

Urban Regional Projects Update

Mr. Schell asked if the Urban Regional projects will be discussed at the December meeting. Ms. Drewlow confirmed this to be the case; an Urban Regional committee will also be assembled to review and rank the projects before then.

Potential NDDOT project

Mr. Schell said he has been working with NDDOT on a possible project for a Bismarck roadway, so he wants to make the MPO aware a project could be potentially coming for a future year (he is currently uncertain of the details). Ms. Drewlow asked Mr. Schell to let the MPO know if he gets notice of funding, or construction year, for this project, so the MPO can process a TIP amendment.

ADJOURNMENT

There being no further business, the meeting was adjourned at 12:19 p.m., with the next scheduled meeting to take place on December 20, 2021, at 10:00 a.m.

Respectfully Submitted,

Stephen Larson
Recording Secretary

APPROVED:

_____
Rachel Drewlow, Chair

EXHIBIT A

Regional ITS Architecture Update

Bis-Man MPO

Technical Advisory Committee

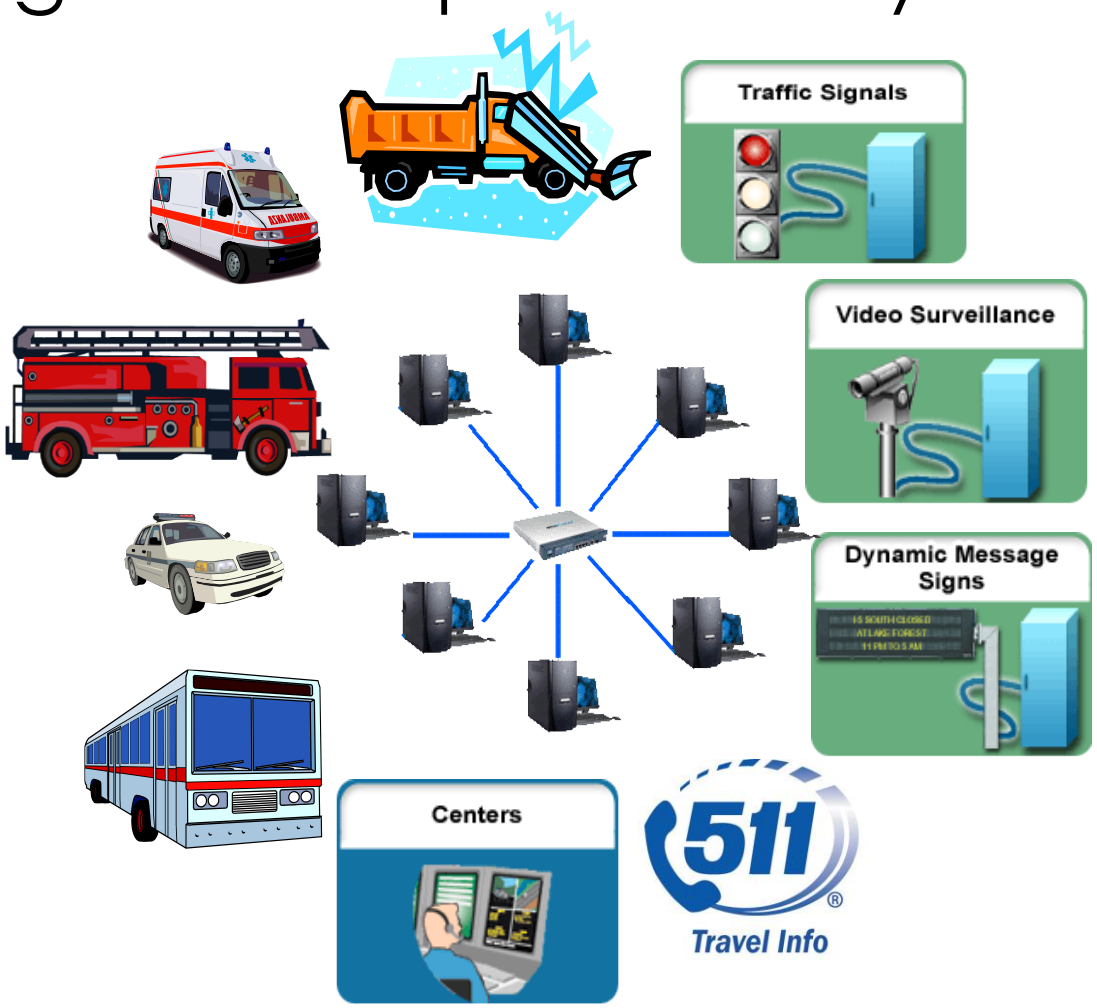
December 20, 2021

Sharijad Hasan
Associate Research Fellow
Advanced Traffic Analysis Center

Overview

- ITS and Architecture
- Bis-Man RA
- RA Update: Planning
- RA Update: Other inclusions
- Resources

Intelligent Transportation Systems (ITS)



ITS Architecture

- Framework for integrating ITS and guiding deployment
  - National: a template containing the whole gamut of ITS applications
  - Regional: a customization based on regional needs

Regional ITS Architecture

- Accurately describe the ITS picture in a region
- Increase integration opportunities between systems
- Improve interoperability
- Better communications
  - Between people
  - Between systems

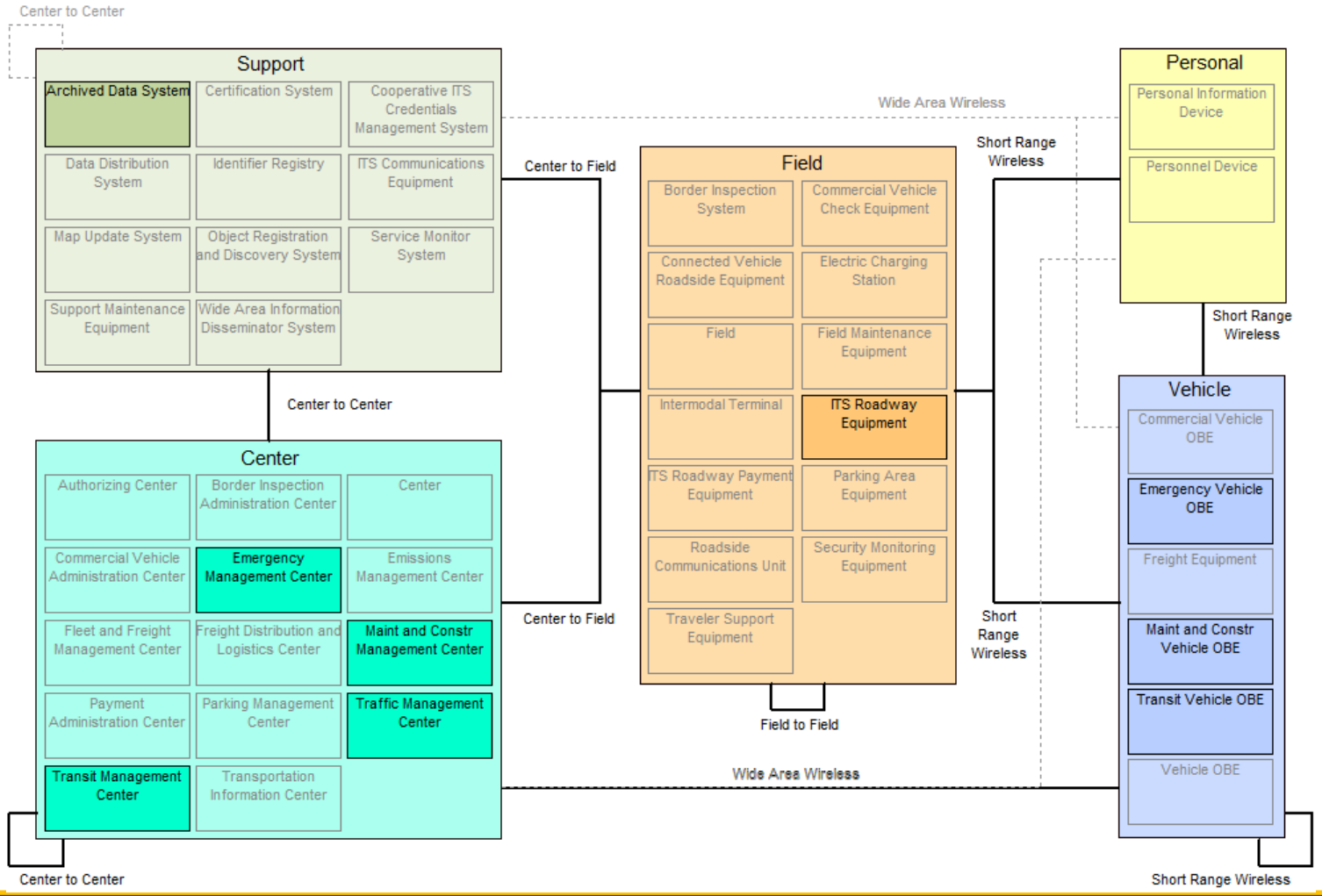
Regional ITS Architecture

- A planning tool for ITS deployment
- A living product through constant updates
- Technology independent/service focused
- Meets federal requirements for ITS projects funding

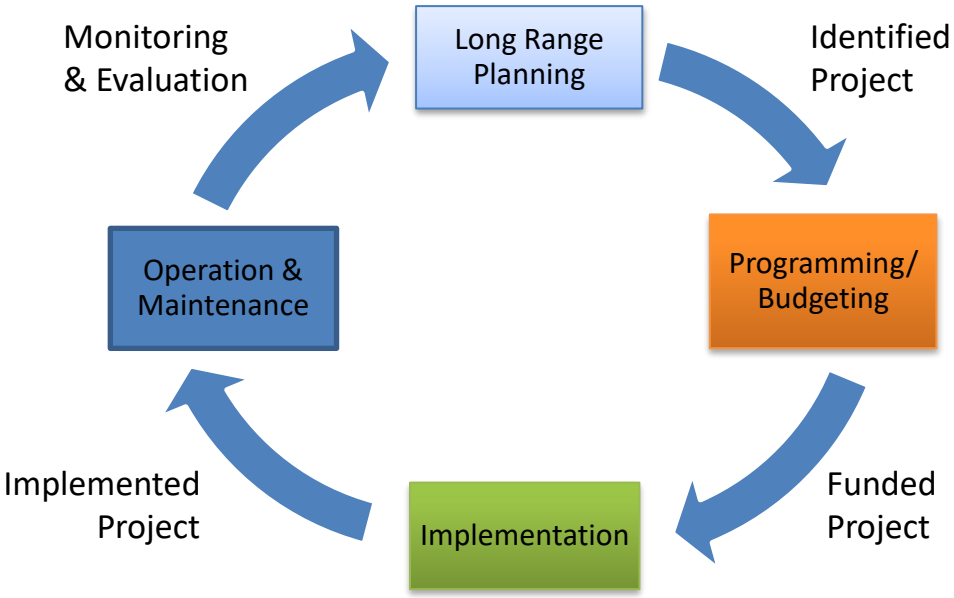
Bis-Man RA Overview

- Developed in ’05, updated in ’08 and ’13
- 15-year planning horizon
- 5 service areas
  - City of Bismarck
  - City of Mandan
  - City of Lincoln
  - Burleigh County
  - Morton County

Bis-Man RA- Centers



Planning Perspective



Source: https://www.arc-it.net/html/raguide/raguide-c5.html

Planning Coordination

Bis-Man Regional ITS Architecture

Planning

The regional ITS architecture is an integral part of the planning process, providing a structured way to translate operational objectives and strategies into an interconnected set of ITS projects. This page identifies the planning objectives and strategies that are supported by the regional ITS architecture.

Number	Type	Statement
01	Goal	Safety and Security
02	Goal	Infrastructure Condition
1.1	Objective	Transit riders safety and security
1.2	Objective	Facilitate first responders movement and support incident management
2.1	Objective	Street Signage
2.2	Objective	Transit Maintenance
2.3	Objective	Traffic Maintenance

Planning Coordination (contd.)

Goal 01

Statement: Safety and Security

Description

Increase the safety and security of the transportation system for motorized and non–motorized users and reduce fatalities and serious injuries in the region.

Source: Arrive 2045– Metropolitan Transportation Plan

Supported by

Transit riders safety and security
Facilitate first responders movement and support incident management

Associated Performance Measures

Performance Measure
5–year Average of Non–Motorized Fatalities and Serious Injuries
5–year Average Rate of Fatalities and Serious Injuries per 100 million VMT
5–year Average of Motorized Fatalities and Serious Injuries

Objective 1.1

Statement: Transit riders safety and security

Description

Provide a safe and secure environment for transit system riders.

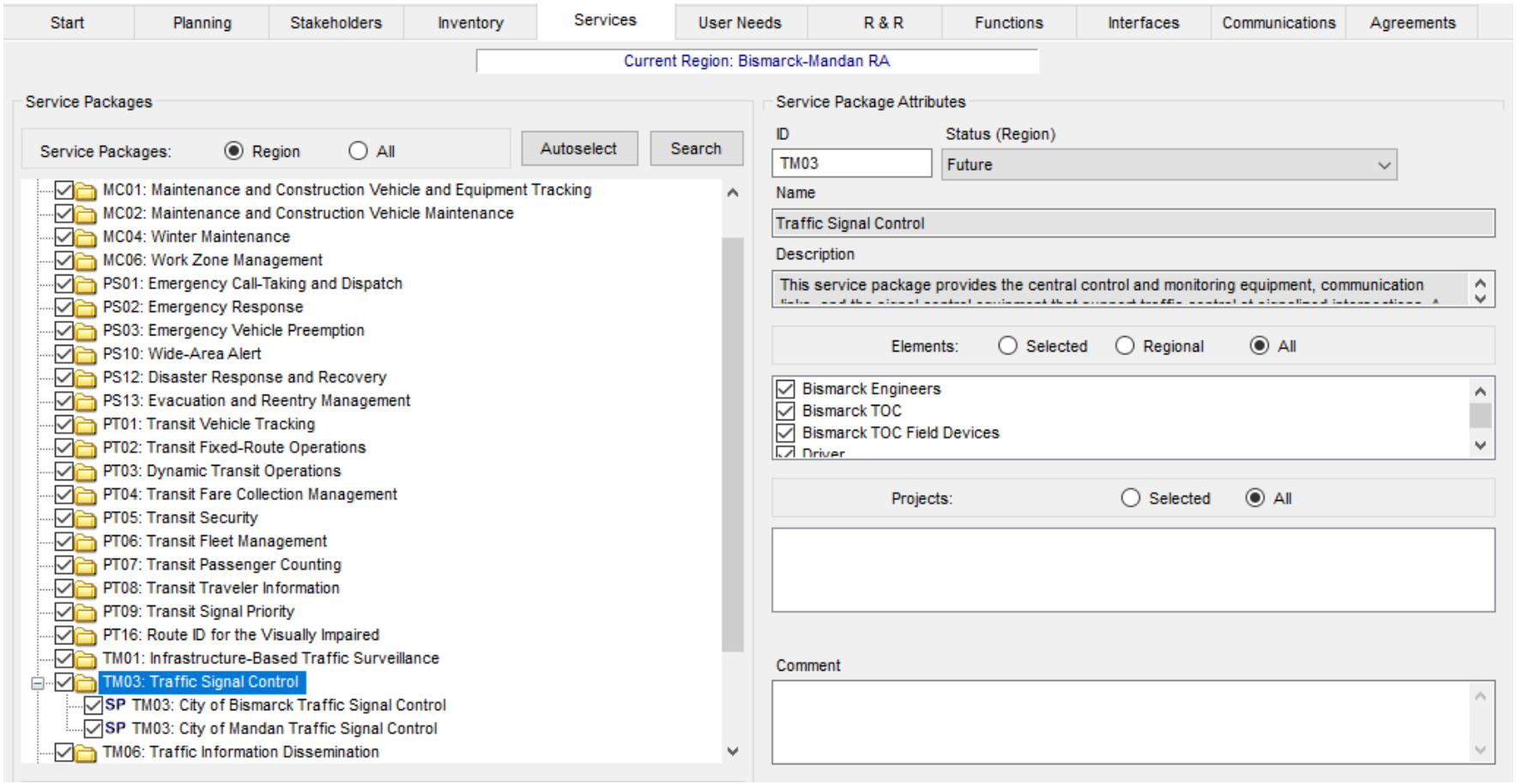
Source: Arrive 2045– Metropolitan Transportation Plan

Service Packages

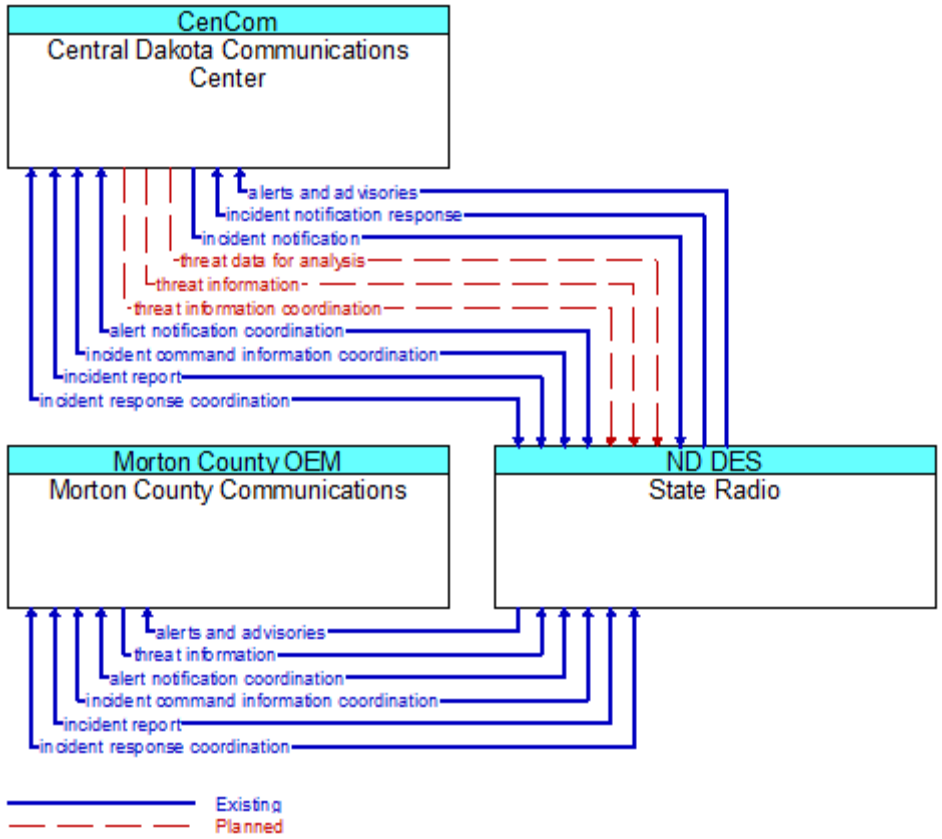
Service Package Version	Status		
	Existing	Planned	Future
Version 3	16	5	-
Version 4	22	3	6

Existing: This service package is already existing
Planned: This service package is in the region's short/long term planning
Future: This service package will be an addition in future within the time horizon.

SP Instances



Asset Tracking



Resources

- RA on web: https://regional.atacenter.org/bisman/
- The National ITS Architecture: http://arc-it.net
- US DOT Policy on Regional ITS Architecture: https://ops.fhwa.dot.gov/its_arch_imp/policy.htm
- ND Regional Architectures: http://regional.atacenter.org/
- NDDOT ITS Resources: https://www.dot.nd.gov/divisions/maintenance/its.htm#resources
- NDDOT ITS Project Checklist: https://www.dot.nd.gov/forms/sfn60212.pdf

Questions?

MD Sharijad Hasan
md.s.hasan@ndsu.edu
701-231-8085

TRANSPORTATION ALTERNATIVES PROJECT SUMMARY

A total of three (3) projects were submitted; 2 from Bismarck Parks and Recreation District and one from City of Bismarck. The projects were scored by MPO staff against MPT Objectives and ranked by the Bike-Ped Subcommittee. The two sets of number were then combined to create the recommended ranking. MPO staff supports the ranking as shown; however, TAC and Policy Board can choose to accept, change or deny prioritization of the Transportation Alternatives program.

MPO STAFF SCORING 10/27/2021 | BMMPO BIKE-PED SUBCOMMITTEE RANKING 11/30/2021

Submitting Agency	Description	Total Cost / Federal	Project Type	1	2	3	4	5	6	Subcommittee Average Rank	MPO Score	Combined Score	Overall Rank
Bismarck Parks and Recreation District	**South Washington Trail Extension (Meridian Drive to Sibley Park):** 10' wide shared use asphalt trail extension to Sibley Park (approximately 4,568 linear feet or 0.86 Miles)	$394,411 / $290,000	Construction	2	2	3	2	2	3	2.333	1	3.333	3
City of Bismarck	**US 83/ State Street Multi-Use Trail Extension (Calgary Ave to 43rd Ave):** 10' wide asphalt shared use path extension, approximately 2,500 linear feet	$310,000 / $248,000	Construction	3	1	1	3	1	1	1.667	1	2.667	1
Bismarck Parks and Recreation District	**Hay Creek Trail Renovation:** Remove and replace asphalt on .45 miles (2,368.8 linear feet) of shared use trail from Lilac to 26th Street stairs	$194,928 / $155,934	Preservation	1	3	2	1	3	2	2	1	3	2

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NDDOT Transportation Alternatives Program Application FY 2025

South Washington Trail Extension – Meridian Drive to Sibley Park



BISMARCK PARKS AND RECREATION DISTRICT
Est. 1927

NDDOT's Transportation Alternatives Program Application

1. **Project Name:** South Washington Street Trail Extension–Meridian Drive to Sibley Park

2. **Project Location:** Bismarck, North Dakota

3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)

4. **Contact Person:**
Kevin Klipfel, Executive Director
Bismarck Parks and Recreation District (BPRD)
400 East Front Avenue Bismarck, ND 58503
701-222-6455 kklipfel@bisparks.org

5. **Project Sponsor:** City of Bismarck

6. **Sponsoring Official:**
Steve Bakken, Mayor
221 North 5th Street, Bismarck, ND 58501
701-222-6471

7. **Project Description:**
The proposed project includes a trail extension of the well-utilized South Washington Street Trail from South Meadows Park to General Sibley Park and Campground. South Washington Trail is currently part of a safe trail route to South Meadows Park, Solheim Elementary and Wachter Middle School from many residential subdivisions and is also a commuter and recreational trail connection to the Burleigh Avenue Trail, University Avenue Trail and all businesses in the heart of South Bismarck. Adding the South Washington Trail extension would allow for a direct trail connection to General Sibley Park and Campground, a recreation and tourism destination. *Please refer to Exhibit 2, Trail Site Plan.*

   The **South Washington extension trail** would be a 10' shared use asphalt trail that will begin where the existing trail ends at Meridian Drive and go south to the entrance to Sibley Park, approximate **4,568 LF**. The new trail connection, including crossings, would add .86 miles to the trail system in south Bismarck. *Please refer to Exhibit 1, Project Location Map.*

8. **Project Cost:**
The estimated construction cost of the proposed trail segment is $ 394,411 including a 10% contingency. Federal Funds in the amount $290,000 are requested. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. The remaining balance of the project will be budgeted and funded from the BPRD General Construction Fund. *Please refer to a detailed Preliminary Cost Estimate, Exhibit 3.*

9. **What TAP category best fits your project?**
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

10. **Supporting Data:**

1) Is this project part of an identified tourism, recreation or transportation plan and if so, explain?

a. The **Arrive 2045 Metropolitan Transportation Plan (MTP)** highlights the need for safe trail alternatives to traditional transportation options, including Objective 5C: "Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan".

b. The **Bismarck Mandan MPO Bicycle and Pedestrian Master Plan** includes five goals for the community, and this proposed project helps to fulfill all five goals. This trail extension is specifically called out as a recommended connection.

b. The **2018-2022 State of North Dakota State Comprehensive Outdoor Recreation Plan** – Recreational Trail Needs identifies that Region 7, which includes Burleigh County, the primary need is trails. In addition, the 2018-2022 ND SCORP Recreation Trail Needs identified maintenance as a priority, stating that both "quality and quantity of trails are critical to the recreation user's experience". In addition, the **Bismarck Parks and Recreation District conducted a community survey** in January of 2019 and trails ranked #2 in importance of recreational amenities.

2) Is your project tied to another project? If so, please explain.

The proposed trail connections would tie in to the South Washington Trail and the larger trail system in south Bismarck.

3) How does your project fit with similar projects in your community and/or region?

Bismarck Parks and Recreation District maintains over 55 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to the residents.

4) Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups and organizations.

a. Bismarck Parks and Recreation District
b. City of Bismarck
c. Bismarck-Mandan Metropolitan Planning Organization
d. North State Parks and Recreation Department supports trails throughout the state in general:
    1. The ND Comprehensive Outdoor Recreation Plan identifies trails as its number one priority in the Region.

11. Public Accessibility:

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

12. Matching Funds Provided By:

Bismarck Parks and Recreation District will provide matching funds.

13. Will Right of Way For This Project Be Needed?

Yes. There is currently two lots for which ROW or easements will need to be secured.

14. Maintenance of This Project Will Be Provided By:

The Bismarck Parks & Recreation District will provide the required trail maintenance.

15. Environmental Impacts

1) Land Use -The land use adjacent to the proposed trail includes recreational/public use and residential. There are minimal negative impacts to land use as a result of this trail.

2) Farmland -No farmland will be affected as a result of the trail.

3) Social -This project is expected to have a positive impact upon the neighborhood and the community as a whole. The trail will continue to allow access to various recreational areas, businesses, schools, parks, public facilities, and neighborhoods through alternate modes of transportation.

4) Economic -The positive economic benefits to the immediate area are expected to be small. The economic benefit of trails in general, to the community as a whole, is much greater.

5) Relocation -Neither people or businesses will be relocated by this project.

6) Wetlands -This existing trail does include a few crossings of identified wetland areas. All efforts will be made to minimize any impact of the topography and drainage within the project perimeters.

7) Flood Plain - The proposed trail does go through the floodplain. All best management practices will be utilized to minimize any disturbance in water flows and to minimize erosion during construction. See Exhibit 3 for Flood Plain Map.

8) Threatened or Endangered Species -There are no threatened or endangered species within or along the project corridor.

9) Cultural Resources - There are no known cultural resources within this development area.

10) Hazardous Waste -There are no known hazardous waste sites within the project area.

16. Signatures

Contact Person: _____ Date: 11-29-2021

Sponsoring Official: _____ Date: 11-29-21

MPO Official: _____ Date: _____

17. Attachments

Exhibit 1 – Project Location Map
Exhibit 2 – Trail Site Plan
Exhibit 3 – Flood Plain Map
Exhibit 4 – Preliminary Cost Estimate
Exhibit 5 – Existing Conditions
Exhibit 6 – BPRD Board Minutes
Exhibit 7 – City of Bismarck Endorsement

Exhibit 1 – Project Location Map

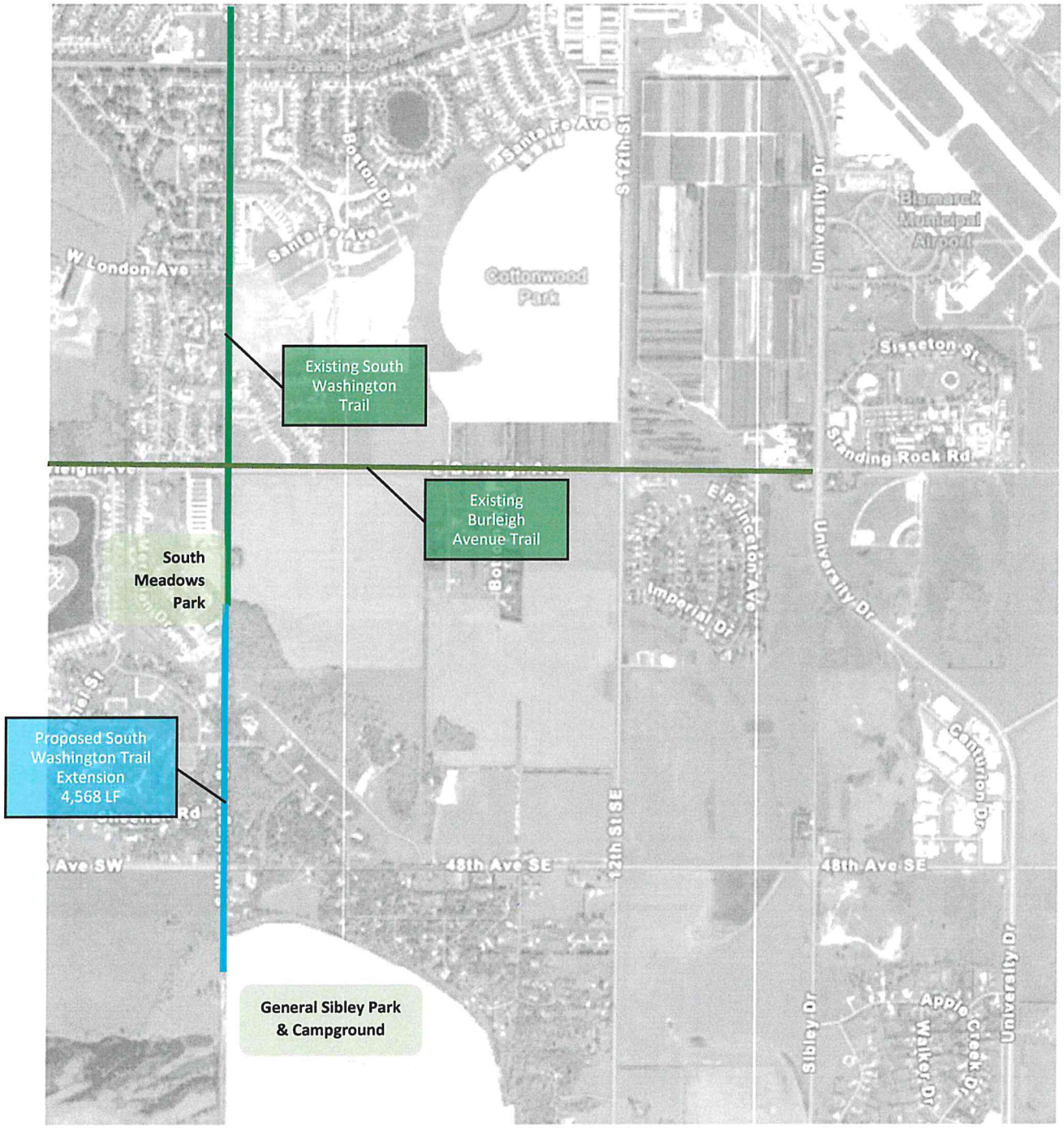


Exhibit 2 – Trail Site Plan

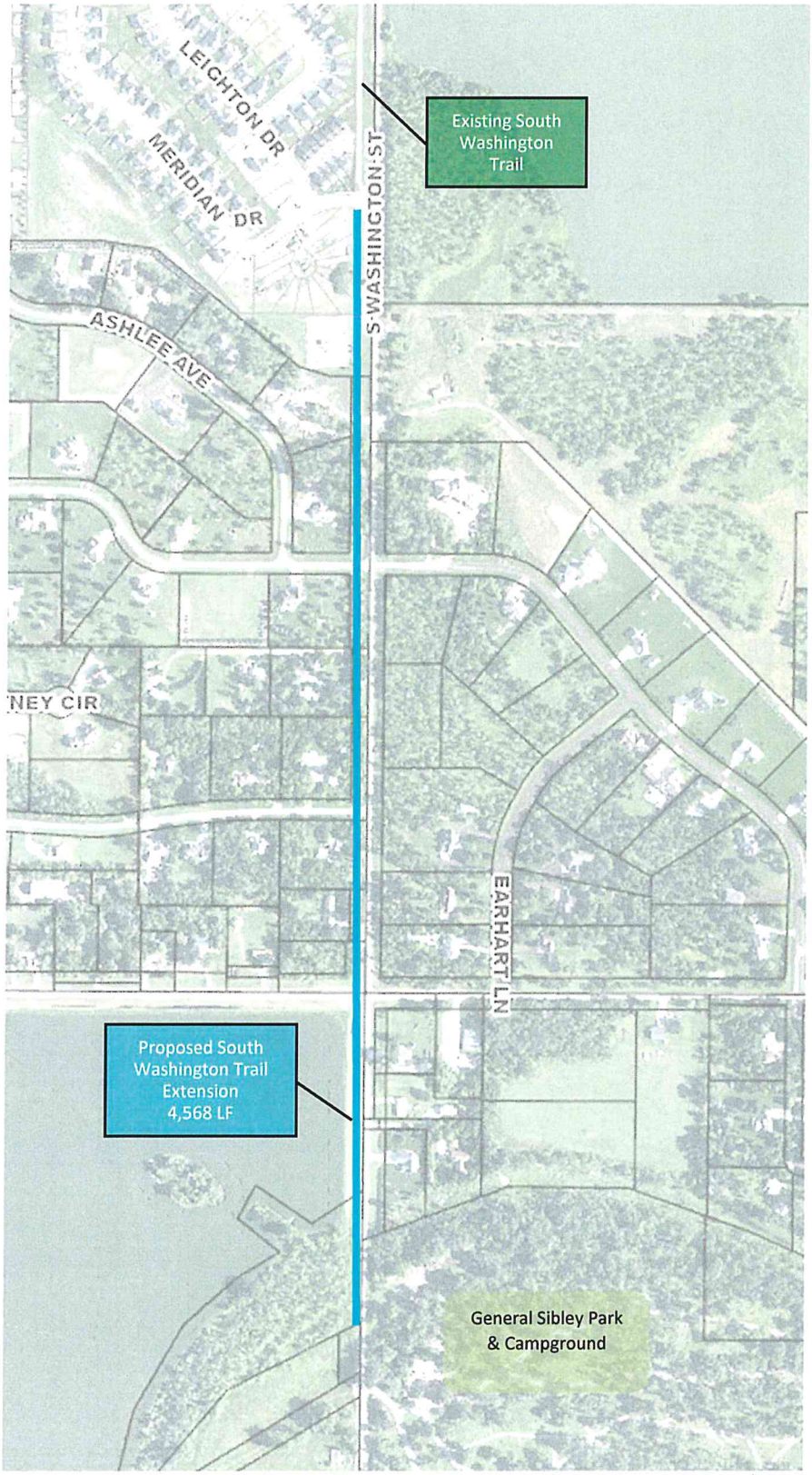
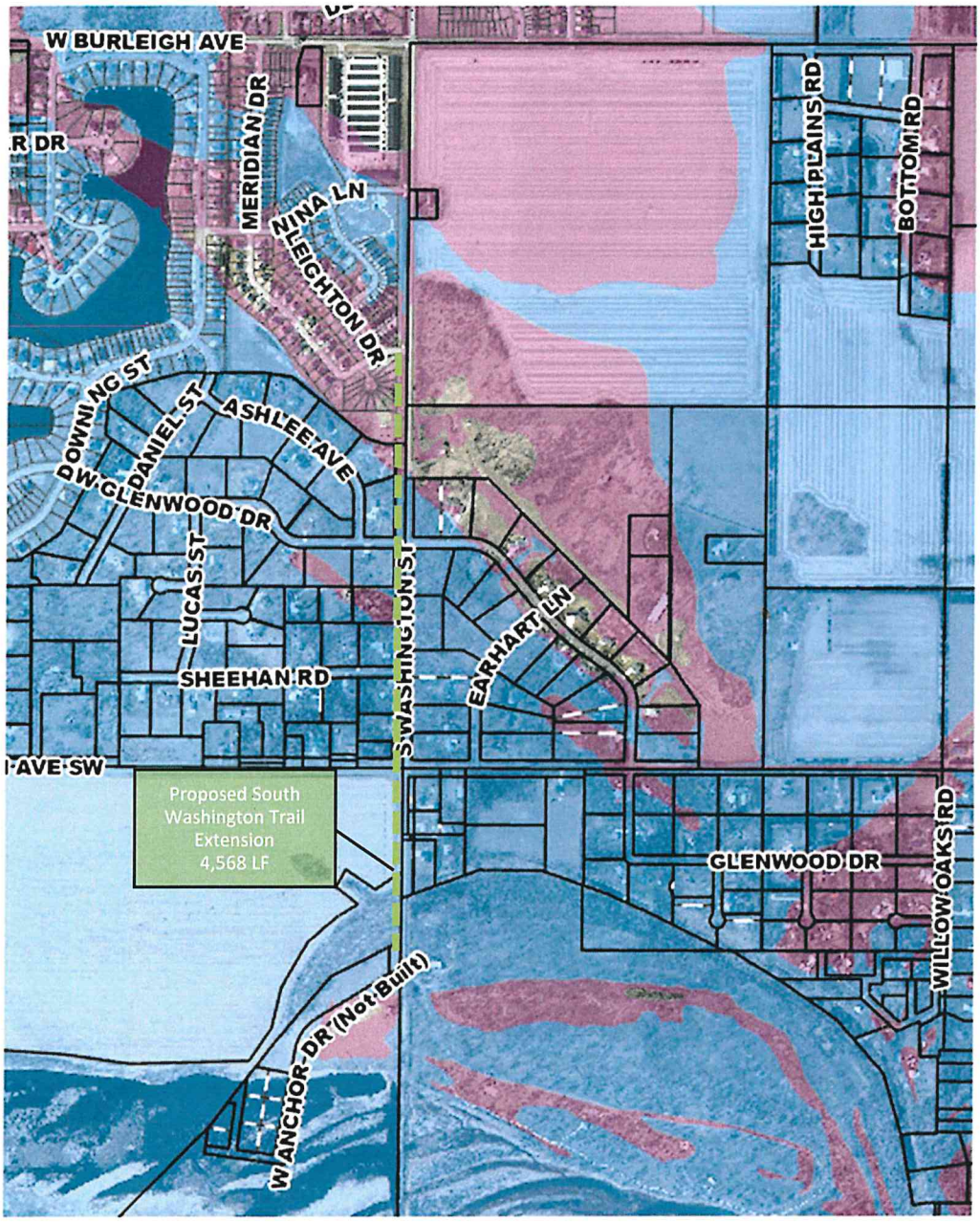


Exhibit 3 – Flood Plain Map



Burleigh County Parcel Viewer Map

Exhibit 4 – Preliminary Cost Estimate

South Washington Trail Extension					
Meridian Drive to General Sibley Park & Campground					
Estimated Total Trail Length = 4,568 LF (.86 miles)					
Preliminary Opinion of Cost					10/23/2020
Item	Description	Quantity	Unit	Unit Price	Total
1	Mobilization	1	EA	$ 26,000	$ 26,000
2	Contract Bond	1	EA	$ 4,300	$ 4,300
3	Topsoil (remove and replace)	1200	CY	$ 15	$ 18,000
4	Tree Removals	1	LS	$ 50,000	$ 50,000
5	Earthwork cut/fill	1	LS	$ 25,000	$ 25,000
6	Seeding	2.07	ACRE	$ 2,500	$ 5,175
7	Hydro Mulch	2.07	ACRE	$ 3,500	$ 7,245
8	Aggregate Base Course CL 5	1150	TON	$ 45	$ 51,750
9	Commercial Grade Hot Asphalt Mix (2 3/4")	875	TON	$ 130	$ 113,750
10	Pedestrian Crossings	5	EA	$ 3,000	$ 15,000
11	Signage	1	LS	$ 6,000	$ 6,000
12	Traffic Control	1	LS	$ 5,000	$ 5,000
13	Erosion Control	1	LS	$ 10,000	$ 10,000
				Total Construction Cost =	$ 337,220
				Construction Contingency (10%) =	$ 33,722
				Total Estimated Construction Cost =	**$ 370,942**

Exhibit 5 - Existing Conditions



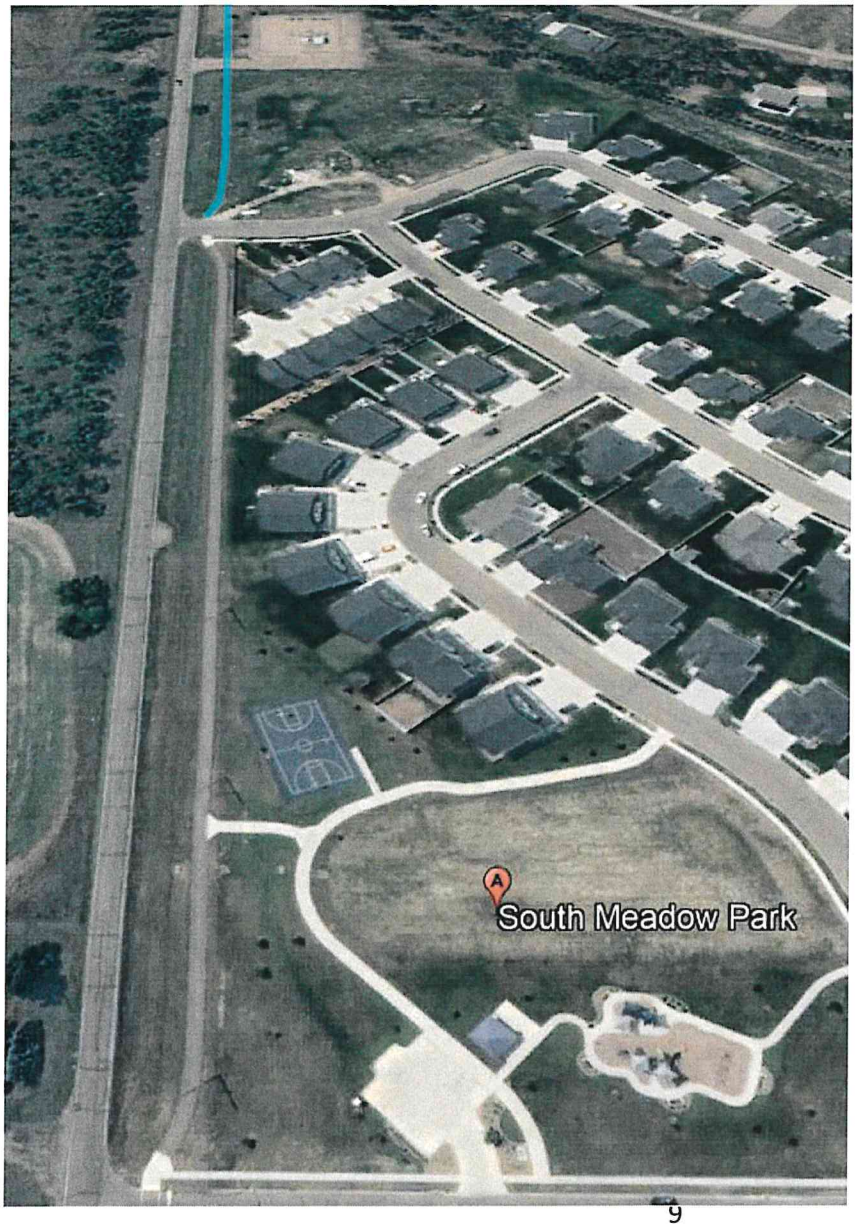


Exhibit 6 – BPRD Board of Park Commissioner Draft Minutes

MINUTES OF THE BOARD OF PARK COMMISSIONERS
September 16, 2021

The Board of Park Commissioners held their regular meeting on September 16, 2021 in the Tom Baker meeting room of the City/County Building. Vice President Munson called the meeting to order at 5:15 pm. Commissioners Gilbertson, Jordan, and Zimmerman were present. President Jeske was present via phone.

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

Finance Director Kathy Feist provided an overview of the proposed 2022 operating budget. Vice President Munson opened the public hearing on the 2022 budget. He asked three times for anyone opposed or concerned with the budget to appear before the Board. He then asked three times for anyone in favor of the budget to appear before the Board. Hearing no comments, Vice President Munson closed the public hearing.

Commissioner Gilbertson moved to approve the second reading of the budget resolution and mill levy. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

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

Beth Demke with Gateway to Science appeared before the Board as the featured partner and program.

Travis Johnson with Houston Engineering reviewed the bids received for the development of Hidden Star Neighborhood Park. Commissioner Zimmerman moved to accept the apparent low bid of $603,154 from Earthwork Services. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Jordan moved to approve a change order, conditional upon the approval of the contractor, which would reduce the cost of the construction by $114,327, and the revised contract award would be lowered to $488,827. President Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Jason Petryszyn with Swenson Hagen reviewed the bids received for the Promontory Point Neighborhood Park project. Commissioner Gilbertson moved to accept the apparent low bid of $455,693.25 from Northwest Contracting, Inc. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

President Jeske moved approval of the change order to reduce the cost of the Promontory Park Neighborhood Park project to $384,538.25. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, and President Jeske. Nays: Commissioners Zimmerman and Munson. The motion carried.

Jason Petryszyn from Swenson Hagen reviewed information with the Board about the Boden Addition that includes the option for a neighborhood park. This park could potentially replace the Boulder Ridge neighborhood park which hasn't been developed yet. Commissioner Gilbertson moved to direct staff to receive input from neighbors in the Boden Addition regarding the potential park as well as discuss options regarding both the Boulder Ridge neighborhood park and the option for one in the Boden Addition. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Executive Director Bina provided information about a potential partnership with the Bismarck Public School District and others to expand multi-use facilities/ice opportunities. Jeff Ubl with Ubl Design reviewed a draft concept for a potential renovation/expansion opportunity at the VFW Sports Center. The Board directed staff to schedule a special meeting, prior to the October meeting, to consider approving a consultant for the project.

Commissioner Gilbertson moved that staff begin the consultant selection process to select a consultant to develop a final design/cost estimates and discovery phase with Bismarck Public Schools and others for the potential renovation/expansion opportunity at the VFW Sports Center. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

The ND Recreation and Park Association held its annual awards banquet on September 14, 2021. Vice President Munson recognized the following local award recipients:

- The Cottonwood Park expansion received the Golden Egg Award, which recognizes outstanding and innovative park projects in North Dakota.
- Dr. Steve Chuppe, co-chair of Bismarck Recreation Council capital campaigns for the Bismarck Municipal Ballpark and Cottonwood Park Expansion, received the Citizen Advocacy Award.
- Mike Wald, facilities manager for ice arenas and outdoor pools, received the Distinguished Professional Award.
- Two former Bismarck Parks and Recreation District employees were inducted into the NDRPA Hall of Fame, the association's highest honor – Tim Kuntz and Dennis Nybo.

Community Relations Manager Dana Schaar Jahner provided the Board with information about the Bismarck Recreation Council and its endowment fund that was started in 2019. She then showed the Board a video about the endowment fund that has been developed to raise awareness.

Vice President Munson reviewed the following items on the consent agenda:

- Review and approval of August 19 and September 7, 2021 Board meeting minutes.
- Board authorization to apply for Land and Water Fund Conservation and Transportation Alternative grants for the following projects:
    - Land and Water Fund Conservation Grants: One would be to create a new neighborhood park and trailhead at what is now called Hay Creek Park, off 26th Street and the second proposed project would be for two playgrounds - the first would be a replacement playground at Sam McQuade Softball Complex and the second playground is a new play area at the Joann Hetzel Memorial 4-H Building at the Missouri Valley Complex.
    - Transportation Alternative Grants: The first proposed project is an extension of the South Washington Trail from South Meadows Park to General Sibley Park and Campground and the second proposed project is a trail rehabilitation project of a portion of the Hay Creek Trail from Lilac to the 26th Street staircase.
- Consideration of Agreements
    - Amendment to Commercial Lease regarding the Joann Hetzel Memorial 4-H Building
    - Updated lease agreement with Dakota Zoo
    - Bismarck Sports Group (BSG) video board signage addendum

- Eagles Park Lease with Bismarck Fraternal Order of Eagles Aerie No. 2237
- Request Board authorization to call for bids for 2022 equipment purchases.

Commissioner Gilbertson moved to approve the consent agenda with the except of the item regarding the grant applications. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

After receiving additional information, Commissioner Zimmerman moved approval for staff to apply for Land and Water Conservation Fund and Transportation Alternative grants. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to appoint Kevin Klipfel as Clerk of the Park District, effective October 2, 2021. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried. Legal Counsel Connie Hofland administered the oath of office.

Commissioner Zimmerman moved to approve bills for payment with checks 407293 to 407301 and 206290 to 206626 along with bank drafts DFT001005 to DFT001011, EFTs 1483 to 1524 and direct deposits 41754 to 42857. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Vice President Munson recognized retiring Executive Director Randy Bina by reading the following:

Whereas, **Randy Bina**, in his capacity as the Executive Director of the Bismarck Parks and Recreation District since 2011, has served the residents and visitors of the City of Bismarck in a most exceptional, professional, and collaborative manner; and

Whereas, he has provided leadership and inspiration that has greatly assisted in providing high quality park, program, facility, and event experiences that are affordable, accessible, and sustainable; and

Whereas, Randy Bina has given freely and graciously of his time and many talents to the Park District of the City of Bismarck for these many years, greatly contributing to a better, more active community; and

Whereas, it is fitting and proper that such dedication, loyalty, and public service be recognized, publicly proclaimed, historically noted, and made part of the permanent record of the Bismarck Parks and Recreation District;

Now, therefore, be it resolved by the Park District of the City of Bismarck and on behalf of the citizens of Bismarck, on this 16th day of September 2021, that the Board of Park Commissioners and staff of the Bismarck Parks and Recreation District extend to Randy Bina sincere thanks and grateful appreciation for his outstanding leadership and distinguished service.

The next regular Board meeting will be held on October 21, 2021 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 7:22 pm.

Exhibit 7 – City of Bismarck Endorsement

Bismarck

City Administration

TO: Gabe Schell, City Engineer

DATE: 10/13/2021

FROM: Jason Tomanek, Assistant City Administrator

SUBJECT: Endorsement of Bismarck Parks and Recreation District Application for NDDOT Transportation Alternatives Grant

The Board of City Commissioners met on Tuesday, October 12, 2021 and considered endorsing a Bismarck Parks and Recreation District grant request for two (2) projects for the NDDOT Transportation Alternatives funds to the Metropolitan Planning Organization.

- South Washington Street Trail – South Meadows Park to General Sibley Park
- Hay Creek Trail – Lilac Lane to 26th Street Staircase

The scope of the south Washington Street trail would be to extend the trail from South Meadows Park to General Sibley Park and Campground. The trail extension would be approximately 4,568 linear feet or 0.86 miles of new trail. The Hay Creek Trail would be a rehabilitation project that would begin at Lilac Lane to the 26th Street staircase. A map of the proposed project locations is attached.

If awarded, Bismarck Parks & Recreation District would enter into a companion agreement with the City of Bismarck and assume all responsibilities for local matching dollars and maintenance of the improvement. Construction would occur in 2025.

The Commission considered the request and approved it as presented.

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EXHIBIT D

Bismarck ENGINEERING

October 15, 2021

Pam Wenger, TA Program Manager
Local Government Division
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Transportation Alternative Program Application

Ms. Wenger,

This letter is to submit the attached application for a Transportation Alternative Program (TA) project to be considered for 2025 funding. The safety concern is to provide a pedestrian/bicycle facility along US 83/State Street. The construction of a pedestrian/bicycle facility along US 83/State Street will provide a facility for the non-motorized public to safely access a large and growing retail area along the north US 83/State Street corridor. This project would connect to additional pedestrian/bicycle facilities constructed on 43rd Avenue between Washington St. and State St.in 2020 and would connect for future pedestrian/bicycle facilities on 43rd Avenue to the east to 26th Street programmed to be constructed in 2022.

The long-term benefits after implementation would be realized through improved safety and accessibility for non-motorized public to reach a large retail area and additional connectivity of pedestrian/bicycle network. This facility would be constructed near the outside edge of the right of way to preserve this investment if State Street is reconstructed in the future. Funding is also requested of the NDDOT through the Urban Regional program to provide additional flexibility to the NDDOT for available funding options if they elect to move forward with this project.

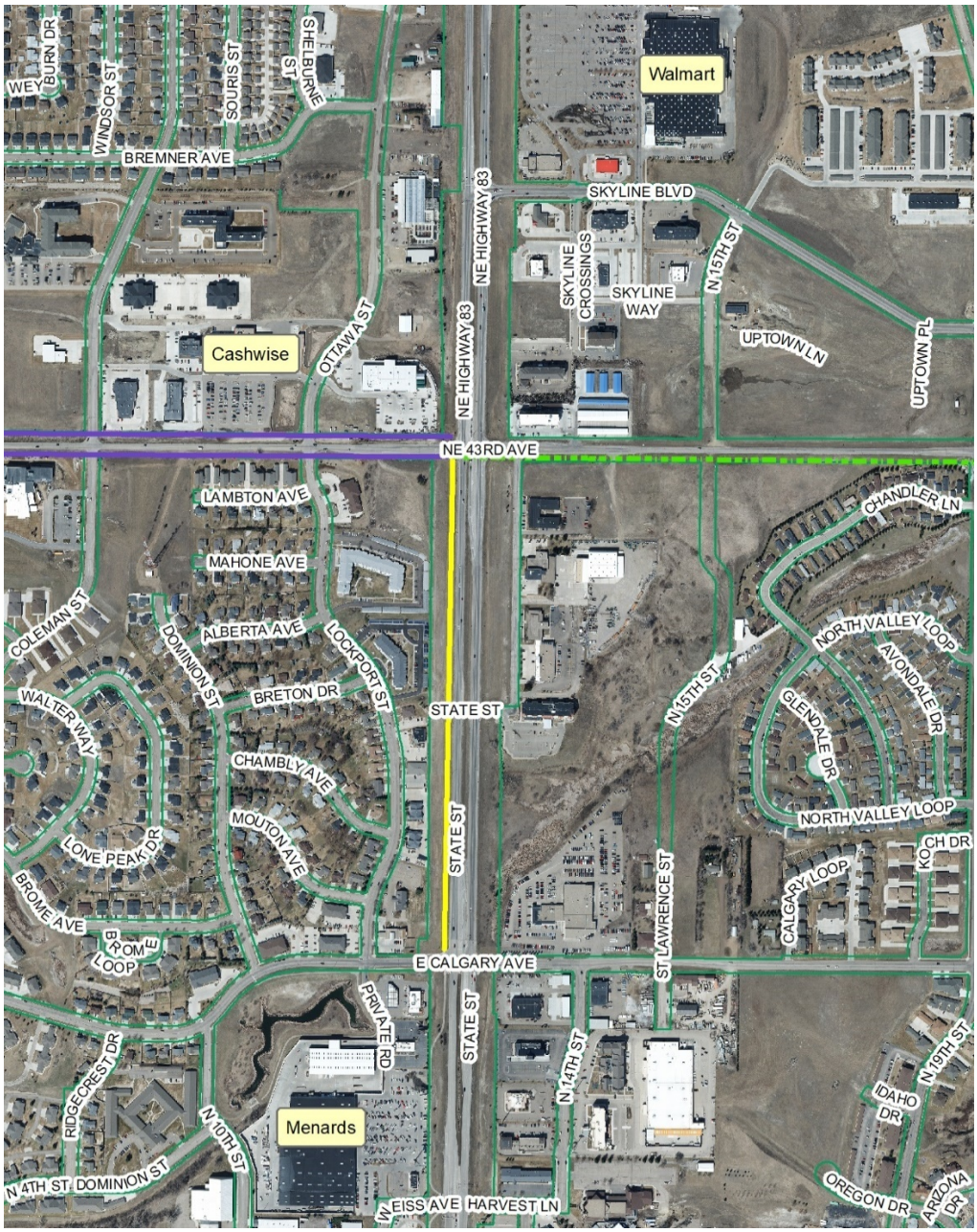
If you have any question, contact my office.

Sincerely,

Gabe Schell, PE
Bismarck City Engineer
Attachments

1. **Project Name:**
   US 83/State Street multi-use trail Extension

2. **Project Location:**
   The project is located along US 83/State Street beginning north of Calgary Avenue and continuing north to 43rd Avenue NE as shown in yellow. The purple lines reflect shared use path (north side) and sidewalks (south side) installed in 2020 as part of the 43rd Avenue NE reconstruction. The dashed green lines reflect the shared use path programmed for inclusion in the 43rd Avenue NE reconstruction project between State St and 26th Street schedule for construction in 2023.



3. **Project Contact:**
   City of Bismarck

4. **Contact Person:**
   Gabe Schell, City Engineer
   gschell@bismarcknd.gov
   701-355-1505
   P.O. Box 5503
   Bismarck, ND 58506-5503

5. **Project Sponsor:**
   Board of City Commissioners
   City of Bismarck

6. **Sponsoring Official:**
   Steve Bakken, Mayor
   sbakken@bismarcknd.gov
   701-355-1300
   P.O. Box 5503
   Bismarck ND 58506-5503

7. **Project Description:**
   The project includes approximately 2500 LF of asphalt pavement trail extension from the northwest pedestrian ramp of US 83/Calgary Avenue to the southwest pedestrian ramp of US 83/43rd Avenue. The 10' wide shared use path would be an extension of the north/south path along State Street that terminates at the ND Capitol Grounds and provides connectivity to east/west facilities such as sidewalks and on-street bike lanes on Divide Avenue and sidewalks and shared use paths on Century Avenue and 43rd Avenue.

8. Project Cost

The estimated construction cost of the proposed improvements is $310,000 with requested TA funds of $248,000 and local match of $62,000 plus all funds above the approved cost share. Please find the detailed estimate prepared by City of Bismarck Engineering staff below.

US 83/State Street Trail						
Estimate of Cost						
City of Bismarck October 2021						
	ITEM	DESCRIPTION	UNIT	QUANTIT	UNIT PRICE	TOTAL COST
	1	Contract Bond	LS	1	$ 5,000.00	$ 5,000.00
	2	Common Excavation	CY	1350	$ 32.00	$ 43,200.00
	3	Subgrade Preparation-Type A-12 IN	Sta	25	$ 320.00	$ 8,000.00
	4	Topsoil	CY	700	$ 21.00	$ 14,700.00
	5	Seeding Class III	ACRE	1.5	$ 1,550.00	$ 2,325.00
	6	Hydraulic Mulch	ACRE	1.5	$ 3,200.00	$ 4,800.00
	7	Aggregate Base Closures CL 5	TON	1350	$ 52.00	$ 70,200.00
	8	SS1H or CSS1H or MS1 Emulsified Asphalt	SY	2000	$ 3.50	$ 7,000.00
	9	Commercial Grade Hot Mix Asphalt	TON	500	$ 115.00	$ 57,500.00
	10	PG-58-28	TON	50	$ 58.00	$ 2,900.00
	11	Mobilization	LS	1	$ 20,000.00	$ 20,000.00
	12	Traffic Control	LS	1	$ 5,000.00	$ 5,000.00
	13	Erosion Control	LS	1	$ 5,000.00	$ 5,000.00
					Estimated Construction Cost=	$ 245,625.00
					(undeveloped Design Details) CONTINGENCY (10%)=	$ 47,135.00
					TOTAL ESTIMATED CONSTRUCTION COST BASE BID=	$ 292,760.00
					2% inflation Index for 3 years (2024 Costs)	$ 310,676.91
					TA Request (80%)	$ 248,541.53
					Local Match (20%)	$ 62,135.38

9. TA Category:

Type A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

10. Supporting Data:

The purpose of this project is to provide increased network connectivity of the non-motorized user by filling in what will be a gap in the network by 2022. This project would provide additional access to retail, shopping and housing uses in north Bismarck and provide critical system linkage to recently constructed or programmed pedestrian facilities on 43rd Avenue NE. The 2017 Bismarck Mandan Bicycle and Pedestrian plan identified continuing connections of non-motorized transportation facilities along State Street between Calgary Avenue and 43rd Avenue. All modifications to the signal system at US 83/43rd Avenue would be included in the

43rd Avenue reconstruction project and no funds are being requested from the TA program for that work. Comments/requests from the public and observation of pedestrians walking along the shoulder of US83/State Street including motorized wheel chairs.

11. Public Accessibility:

This project is located in the public right of way of State Street (US Highway 83). NDDOT would be the owner with City of Bismarck responsible through our cost participation and maintenance agreement with NDDOT for day to day maintenance.

12. Matching Funding Provided by:

If a projected is awarded, the City of Bismarck will budget for a project through our Capital Improvements Program for the year the project is awarded. Matching funds would be sales tax or general property tax.

13. Right-of–way Requirements:

All construction will be contained within the public right-of-way and will be operated and maintained by the City of Bismarck.

14. Maintenance of this Project:

Jeff Heintz
Public Works Service Operations Dept
City of Bismarck

Maintenance responsibilities would be the City of Bismarck. Typically, Bismarck Parks and Recreation District provides snow removal services on shared use paths throughout Bismarck through a mutual agreement.

15. Environmental Impacts:

- Land Use: No impacts, all construction will be conducted within the public right-of-way
- Farmland: No farmland will be impact, all work with in the urbanize area of the City of Bismarck
- Social: Positive social impact by providing an opportunity for the public. Improve health and safety the public by improving the ability to walk and bike.
- Section 4(f) & 6(f): No impacts anticipated.
- Economic: No negative economic impacts anticipated
- Relocation: No impacts, all construction will be conducted within the public right-of-way
- Wetlands: No impacts, all construction will be conducted within the public right-of-way

- Floodplain: No impacts, all construction will be conducted outside of regulatory floodplain or floodway.
- Threatened or Endangered Species: No impacts, all construction will be conducted within the public right-of-way
- Cultural Recourses: No impacts, all construction will be conducted within previously disturbed areas within the right-of-way.
- Hazardous Waste: No impacts anticipated, all construction will be conducted within the public right-of-way

16. Required Signatures:

Contact Person:

Gabe Schell, City Engineer — Date: 10/15/21

Responsible Official:

Mayor, City of Bismarck — Date: 10/15/2021

MPO Official:

Gerald Wise, Policy Board Chairman — Date

EXHIBIT E

NDDOT Transportation Alternatives Program Application FY 2025

Hay Creek Trail Section Renovation – Lilac to 26th Street Stairs



BISMARCK PARKS AND RECREATION DISTRICT
Est. 1927

NDDOT's Transportation Alternatives Program Application

1. **Project Name:** Hay Creek Trail Section Rehabilitation – North Connections

2. **Project Location:** Bismarck, North Dakota

3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)

4. **Contact Person:**
Kevin Klipfel, Executive Director
Bismarck Parks and Recreation District (BPRD)
400 East Front Avenue Bismarck, ND 58503
701-222-6455 kklipfel@bisparks.org

5. **Project Sponsor:** City of Bismarck

6. **Sponsoring Official:**
Steve Bakken, Mayor
221 North 5th Street, Bismarck, ND 58501
701-222-6471

7. **Project Description:**
The Hay Creek Trail is a segment of the Bismarck Parks and Recreation District's Hay Creek Trail system. This segment allows users to travel north and south on the east side of Bismarck through a natural corridor, off the busy roadways. ***Please refer to Exhibit 2, Trail Connection Map.***

Trail Rehabilitation
The trail section shown in red on the attached Exhibit 1 needs replacement to improve accessibility and safety, due to cracks, wearing, and overall condition. This portion of the project consists of removal and replacement of the asphalt. The shared use path sections total approximately 2,368.8 linear feet, or .45 miles. ***Please refer to Exhibit 1.***

8. **Project Cost:**
The estimated construction cost of the proposed trail segment is $194,928.80 including a 10% contingency. Federal Funds in the amount of 80% of the total cost, or $155,934.04 are requested. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. ***Please refer to a detailed Preliminary Cost Estimate, Exhibit 3.***

9. **What TAP category best fits your project?**
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

10. **Supporting Data:**
1) Is this project part of an identified tourism, recreation or transportation plan and if so, explain?

a. The Bismarck-Mandan Metropolitan Planning Organization Long Range Transportation Plan does include this trail connection as a priority. In addition, the Bismarck Parks and Recreation District conducted a community survey in 2019. Hiking trails were the #2 recreation activity requested.

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

2) Is your project tied to another project? If so, please explain.
No.

3) How does your project fit with similar projects in your community and/or region?
Bismarck Parks and Recreation District maintains over 55 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to the residents.

4) Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups and organizations.
a. Bismarck Parks and Recreation District
b. City of Bismarck
c. Bismarck-Mandan Metropolitan Planning Organization
d. North State Parks and Recreation Department supports trails throughout the state in general:
1. The ND Comprehensive Outdoor Recreation Plan identifies trails as its number one priority in the Region and the SCORP Recreation Trail Needs document identifies that quality is as important as quantity.

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

12. Matching Funds Provided By:
Bismarck Parks and Recreation District will provide matching funds.

13. Will Right of Way For This Project Be Needed?
No new right of way will be required. The trail is within the public ROW.

14. Maintenance of This Project Will Be Provided By:
The Bismarck Parks & Recreation District will provide the required trail maintenance for this project.

15. Environmental Impacts
1) Land Use -The land use adjacent to the proposed trail includes recreational/public use and

residential. There are minimal negative impacts to land use as a result of this trail.

2) Farmland -No farmland will be affected as a result of the trail overlay.
3) Social -This project is expected to have a positive impact upon the neighborhood and the community as a whole. The trail will continue to allow access to various recreational areas, businesses, schools, parks, public facilities, and neighborhoods through alternate modes of transportation. The proposed trail overlay could have a positive impact on the health of Bismarck residents by encouraging more pedestrian and bicycle use and less motor vehicle travel.
4) Economic -The positive economic benefits to the immediate area are expected to be small. The economic benefit of trails in general, to the community as a whole, is much greater.
5) Relocation -Neither people or businesses will be relocated by this project.
6) Wetlands -This existing trail segment does not cross any wetlands.
7) Flood Plain - This existing trail does not go through floodplain.
8) Threatened or Endangered Species -There are no threatened or endangered species within or along the project corridor.
9) Cultural Resources - There are no known cultural resources within this development area, and this project is a trail overlay of an existing amenity.
10) Hazardous Waste -There are no known hazardous waste sites within the project area.

16. Signatures

Contact Person: _____ Date: 10-15-2021

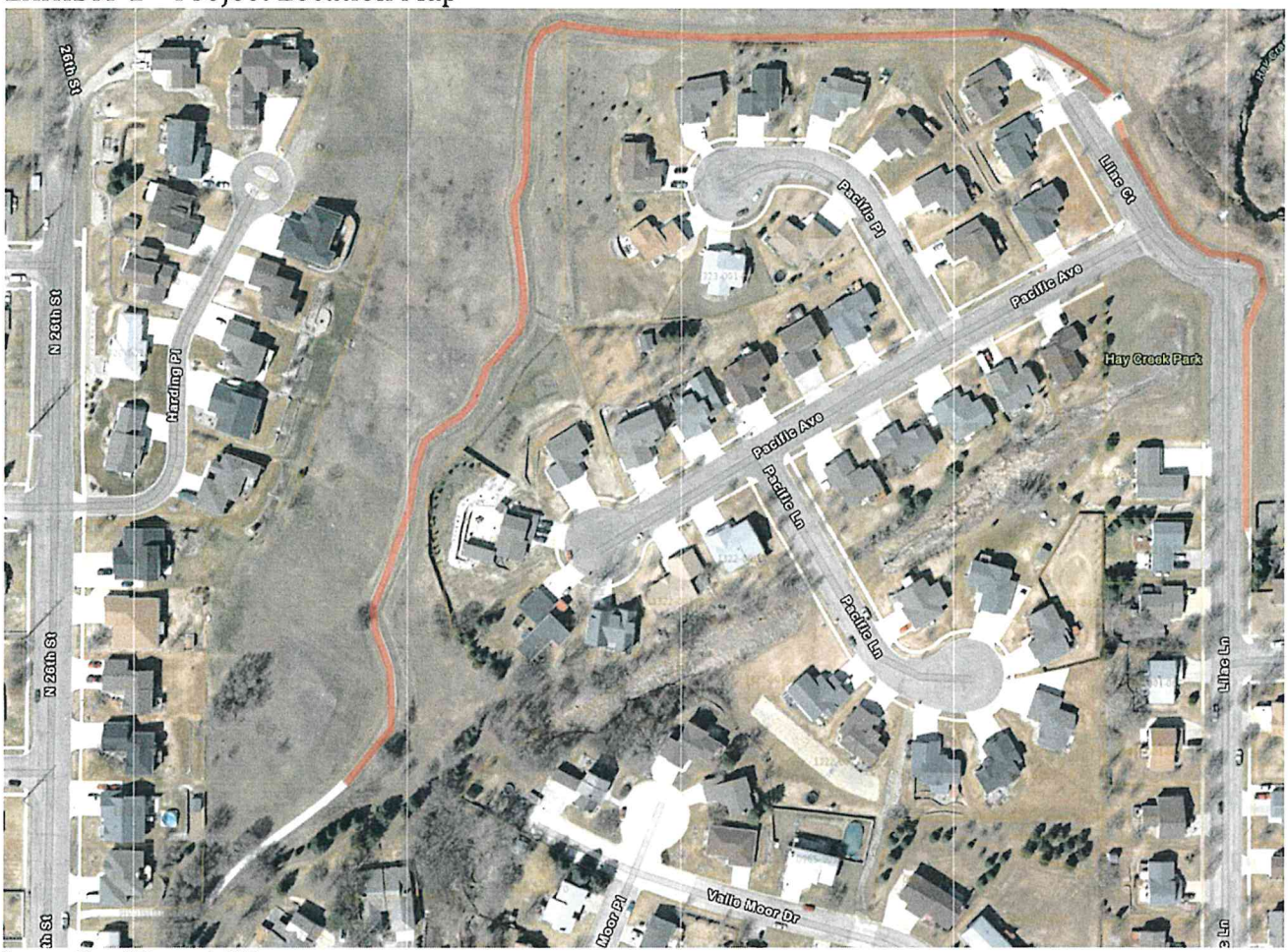
Sponsoring Official: _____ Date: 10/15/2021

MPO Official: _____ Date: _____

17. Attachments

Exhibit 1 – Project Location Map
Exhibit 2 – Trail Connections Map
Exhibit 3 – Preliminary Cost Estimate
Exhibit 4 – Existing Conditions
Exhibit 5 - Bismarck Parks and Recreation District Minutes
Exhibit 6 - City of Bismarck Endorsement

EXHIBIT 1 – Project Location Map



Source: City of Bismarck GIS

EXHIBIT 2 – Trail Connections Map

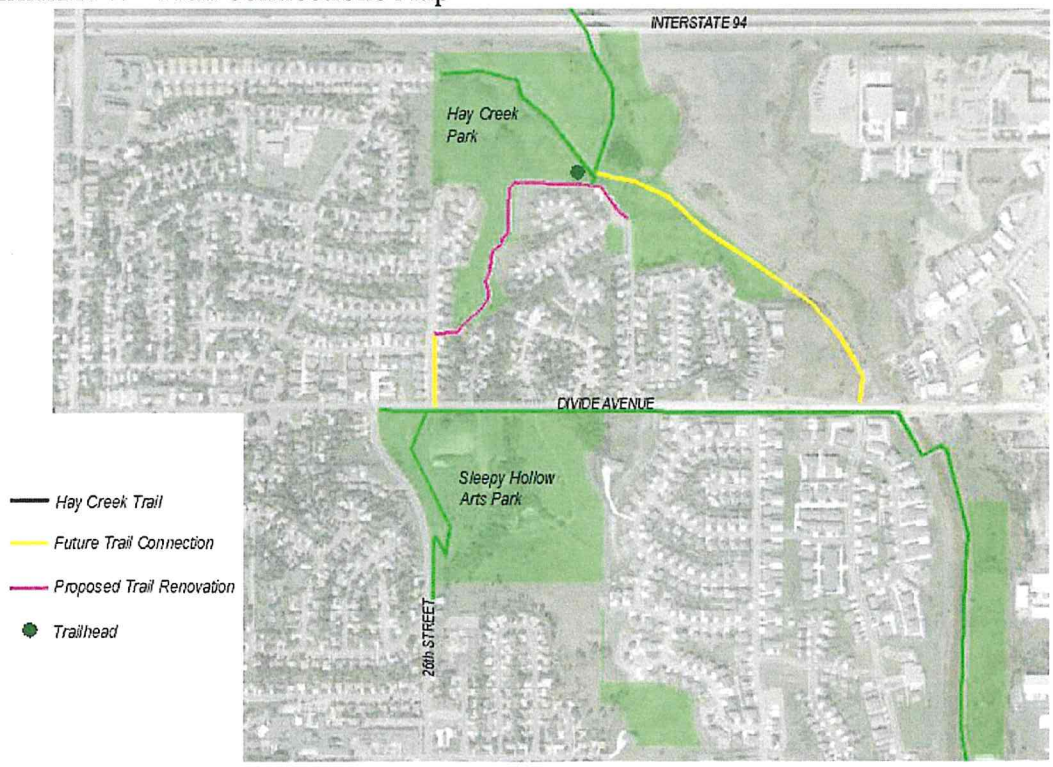
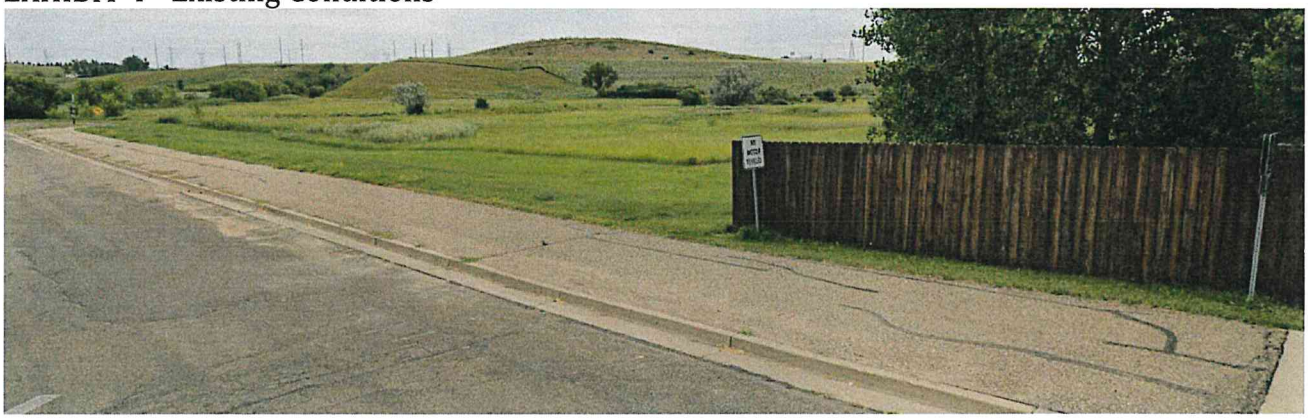
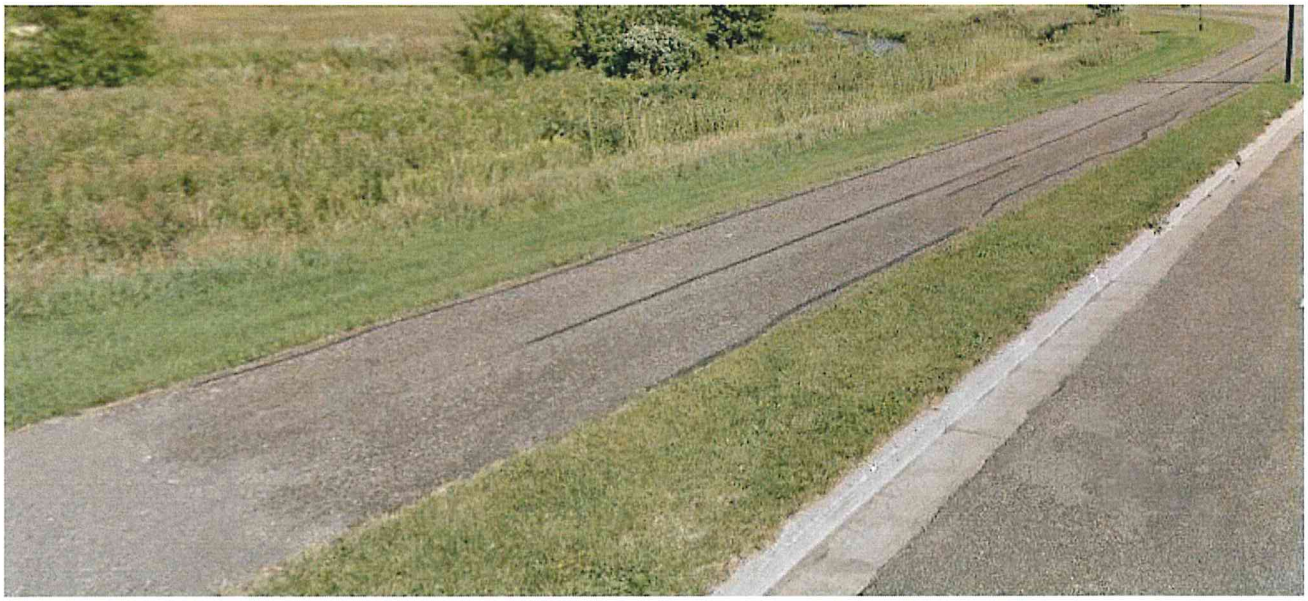


EXHIBIT 3 – Preliminary Cost Estimate

Hay Creek Trail - Lilac to the 26th Street Stairs					
Estimated Total Trail length = 2,369 LF (.45 Miles)					
Preliminary Opinion of Cost					
10/12/2021					
Item	Description	QTY	Unit	Unit Price	Total
1	Contract Bond	1	LS	$ 2,400.00	$ 2,400.00
2	Mobilization	1	LS	$ 15,000.00	$ 15,000.00
3	Remove Asphalt	2632	SY	$ 10.00	$ 26,320.00
4	Remove Gravel	20	TON	$ 15.00	$ 300.00
5	Aggregate Base Course CL 5	430	TON	$ 50.00	$ 21,500.00
6	Commercial Grade Hot Asphalt Mix (2")	255	TON	$ 150.00	$ 38,250.00
7	4" Concrete Sidewalk	667	SY	$ 64.00	$ 42,688.00
8	Erosion Control	1	LS	$ 5,000.00	$ 5,000.00
9	Topsoil	100	CY	$ 200.00	$ 20,000.00
10	Seeding	0.5	ACRE	$ 3,000.00	$ 1,500.00
11	Hydro Mulch	0.5	ACRE	$ 3,500.00	$ 1,750.00
12	Signage	1	LS	$ 2,500.00	$ 2,500.00
				Total Construction Cost =	$ 177,208.00
				Construction Contingency (10%) =	$ 17,720.80
				Total Estimated Construction Cost =	$ 194,928.80

EXHIBIT 4 - Existing Conditions





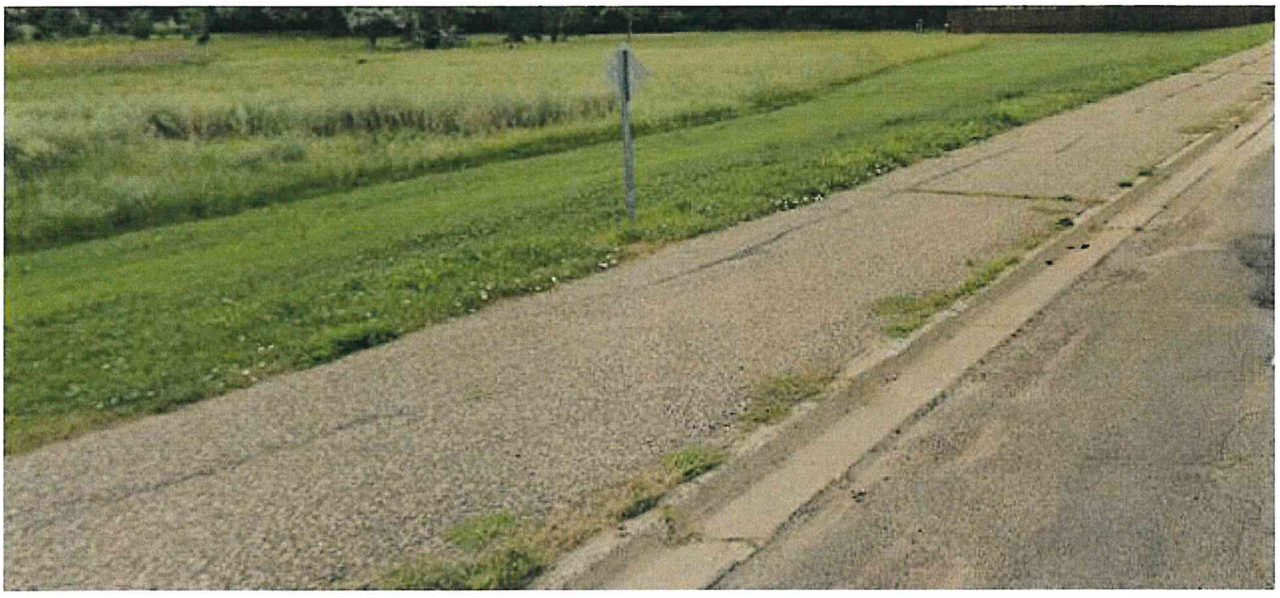


EXHIBIT 5 – BPRD Board of Park Commissioner Minutes

MINUTES OF THE BOARD OF PARK COMMISSIONERS
September 16, 2021

The Board of Park Commissioners held their regular meeting on September 16, 2021 in the Tom Baker meeting room of the City/County Building. Vice President Munson called the meeting to order at 5:15 pm. Commissioners Gilbertson, Jordan, and Zimmerman were present. President Jeske was present via phone.

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

Finance Director Kathy Feist provided an overview of the proposed 2022 operating budget. Vice President Munson opened the public hearing on the 2022 budget. He asked three times for anyone opposed or concerned with the budget to appear before the Board. He then asked three times for anyone in favor of the budget to appear before the Board. Hearing no comments, Vice President Munson closed the public hearing.

Commissioner Gilbertson moved to approve the second reading of the budget resolution and mill levy. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

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

Beth Demke with Gateway to Science appeared before the Board as the featured partner and program.

Travis Johnson with Houston Engineering reviewed the bids received for the development of Hidden Star Neighborhood Park. Commissioner Zimmerman moved to accept the apparent low bid of $603,154 from Earthwork Services. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Jordan moved to approve a change order, conditional upon the approval of the contractor, which would reduce the cost of the construction by $114,327, and the revised contract award would be lowered to $488,827. President Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Jason Petryszyn with Swenson Hagen reviewed the bids received for the Promontory Point Neighborhood Park project. Commissioner Gilbertson moved to accept the apparent low bid of $455,693.25 from Northwest Contracting, Inc. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

President Jeske moved approval of the change order to reduce the cost of the Promontory Park Neighborhood Park project to $384,538.25. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, and President Jeske. Nays: Commissioners Zimmerman and Munson. The motion carried.

Jason Petryszyn from Swenson Hagen reviewed information with the Board about the Boden Addition that includes the option for a neighborhood park. This park could potentially replace the Boulder Ridge neighborhood park which hasn't been developed yet. Commissioner Gilbertson moved to direct staff to receive input from neighbors in the Boden Addition regarding the potential park as well as discuss options regarding both the Boulder Ridge neighborhood park and the option for one in the Boden Addition. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Executive Director Bina provided information about a potential partnership with the Bismarck Public School District and others to expand multi-use facilities/ice opportunities. Jeff Ubl with Ubl Design reviewed a draft concept for a potential renovation/expansion opportunity at the VFW Sports Center. The Board directed staff to schedule a special meeting, prior to the October meeting, to consider approving a consultant for the project.

Commissioner Gilbertson moved that staff begin the consultant selection process to select a consultant to develop a final design/cost estimates and discovery phase with Bismarck Public Schools and others for the potential renovation/expansion opportunity at the VFW Sports Center. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

The ND Recreation and Park Association held its annual awards banquet on September 14, 2021. Vice President Munson recognized the following local award recipients:

- The Cottonwood Park expansion received the Golden Egg Award, which recognizes outstanding and innovative park projects in North Dakota.
- Dr. Steve Chuppe, co-chair of Bismarck Recreation Council capital campaigns for the Bismarck Municipal Ballpark and Cottonwood Park Expansion, received the Citizen Advocacy Award.
- Mike Wald, facilities manager for ice arenas and outdoor pools, received the Distinguished Professional Award.
- Two former Bismarck Parks and Recreation District employees were inducted into the NDRPA Hall of Fame, the association's highest honor – Tim Kuntz and Dennis Nybo.

Community Relations Manager Dana Schaar Jahner provided the Board with information about the Bismarck Recreation Council and its endowment fund that was started in 2019. She then showed the Board a video about the endowment fund that has been developed to raise awareness.

Vice President Munson reviewed the following items on the consent agenda:

- Review and approval of August 19 and September 7, 2021 Board meeting minutes.
- Board authorization to apply for Land and Water Fund Conservation and Transportation Alternative grants for the following projects:
    - Land and Water Fund Conservation Grants: One would be to create a new neighborhood park and trailhead at what is now called Hay Creek Park, off 26th Street and the second proposed project would be for two playgrounds - the first would be a replacement playground at Sam McQuade Softball Complex and the second playground is a new play area at the Joann Hetzel Memorial 4-H Building at the Missouri Valley Complex.
    - Transportation Alternative Grants: The first proposed project is an extension of the South Washington Trail from South Meadows Park to General Sibley Park and Campground and the second proposed project is a trail rehabilitation project of a portion of the Hay Creek Trail from Lilac to the 26th Street staircase.
- Consideration of Agreements

  - Amendment to Commercial Lease regarding the Joann Hetzel Memorial 4-H Building
  - Updated lease agreement with Dakota Zoo
  - Bismarck Sports Group (BSG) video board signage addendum
  - Eagles Park Lease with Bismarck Fraternal Order of Eagles Aerie No. 2237
- Request Board authorization to call for bids for 2022 equipment purchases.

Commissioner Gilbertson moved to approve the consent agenda with the except of the item regarding the grant applications. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

After receiving additional information, Commissioner Zimmerman moved approval for staff to apply for Land and Water Conservation Fund and Transportation Alternative grants. Commissioner Gilbertson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried.

Commissioner Gilbertson moved to appoint Kevin Klipfel as Clerk of the Park District, effective October 2, 2021. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Jordan, Zimmerman, Munson, and President Jeske. The nays being none, the motion carried. Legal Counsel Connie Hofland administered the oath of office.

Commissioner Zimmerman moved to approve bills for payment with checks 407293 to 407301 and 206290 to 206626 along with bank drafts DFT001005 to DFT001011, EFTs 1483 to 1524 and direct deposits 41754 to 42857. Commissioner Munson seconded the motion, and the voting went as follows: Ayes: Commissioners Gilbertson, Zimmerman, Munson and President Jeske. The nays being none, the motion carried.

Vice President Munson recognized retiring Executive Director Randy Bina by reading the following:

Whereas, **Randy Bina**, in his capacity as the Executive Director of the Bismarck Parks and Recreation District since 2011, has served the residents and visitors of the City of Bismarck in a most exceptional, professional, and collaborative manner; and

Whereas, he has provided leadership and inspiration that has greatly assisted in providing high quality park, program, facility, and event experiences that are affordable, accessible, and sustainable; and

Whereas, Randy Bina has given freely and graciously of his time and many talents to the Park District of the City of Bismarck for these many years, greatly contributing to a better, more active community; and

Whereas, it is fitting and proper that such dedication, loyalty, and public service be recognized, publicly proclaimed, historically noted, and made part of the permanent record of the Bismarck Parks and Recreation District;

Now, therefore, be it resolved by the Park District of the City of Bismarck and on behalf of the citizens of Bismarck, on this 16th day of September 2021, that the Board of Park Commissioners and staff of the Bismarck Parks and Recreation District extend to Randy Bina sincere thanks and grateful appreciation for his outstanding leadership and distinguished service.

The next regular Board meeting will be held on October 21, 2021 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 7:22 pm.

EXHIBIT 6 - City of Bismarck Endorsement

Bismarck

City Administration

TO: Gabe Schell, City Engineer

DATE: 10/13/2021

FROM: Jason Tomanek, Assistant City Administrator

SUBJECT: Endorsement of Bismarck Parks and Recreation District Application for NDDOT Transportation Alternatives Grant

The Board of City Commissioners met on Tuesday, October 12, 2021 and considered endorsing a Bismarck Parks and Recreation District grant request for two (2) projects for the NDDOT Transportation Alternatives funds to the Metropolitan Planning Organization.

- South Washington Street Trail – South Meadows Park to General Sibley Park
- Hay Creek Trail – Lilac Lane to 26th Street Staircase

The scope of the south Washington Street trail would be to extend the trail from South Meadows Park to General Sibley Park and Campground. The trail extension would be approximately 4,568 linear feet or 0.86 miles of new trail. The Hay Creek Trail would be a rehabilitation project that would begin at Lilac Lane to the 26th Street staircase. A map of the proposed project locations is attached.

If awarded, Bismarck Parks & Recreation District would enter into a companion agreement with the City of Bismarck and assume all responsibilities for local matching dollars and maintenance of the improvement. Construction would occur in 2025.

The Commission considered the request and approved it as presented.

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EXHIBIT F

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) / LOCAL ROADS SAFETY PROGRAM (LRSP) SUMMARY

DECEMBER 2021

A total of three (3) project applications were submitted for fiscal funding year 2026 HSIP/LRSP. The submitting jurisdictions are Burleigh County and the City of Bismarck. The projects were scored against the goals and objectives of the Metropolitan Transportation Plan (MTP) by MPO staff. Points are provided to TAC and Policy Board for information, discussion, and potential prioritization.

JURISDICTION	TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	MTP	POINTS
Burleigh County	Construction	**Centennial Road/71st Ave Intersection Reconstruction** Construction of a roundabout to include adjoining 41st St NE and Rooster Road, including lighting and landscaping	$3.7 million / $2,000,000	YES	11.3
City of Bismarck	RRFB	**City Wide (16th/Braman; 8th/Ave C East; Centennial/Jericho)** Installation or modification of Rectangular Rapid Flashing Beacons	$134,000 / $120,600	YES	**
City of Bismarck	Turn Lane Reconstruction	**19th Street and Century Avenue** Reconstruct the east/west left-turn lanes to remove the negative offset that currently exists	$591,000 / $531,900	YES	**

klr_dec_2021

**The two City of Bismarck applications were not received within the time constraints allowing MPO staff to score against the MTP objectives prior to the development of meeting packets. The applications will be scored prior to the TAC and Policy Board meetings with updated summary sheets presented then.

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EXHIBIT G

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming
SFN 59959 (11-2019)

23 USC § 409 Documents
NDDOT Reserves All Objections

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name		NDDOT District
Burleigh County		1
Contact Name		**Current Date**
Marcus Hall		12/3/21
Email Address	**Telephone Number**	**Project Cost Estimate (attach detailed copy)**
mahall@nd.gov	701-204-7748	3,700,000.00

Location Description

Legal Description: Section 1, 2, 11, and 12 Township 139 North, Range 80 West

71st Ave. NE, Centennial Road, 41st St. NE, & Rooster Road

Roadway Ownership

- ☐ State
- ☐ County
- ☐ City
- ☐ Tribe

Vision Zero Emphasis Area (check all that apply)

- ☒ Younger Drivers
- ☒ Speeding or Aggressive Drivers
- ☐ Alcohol-Related
- ☐ Unbelted Vehicle Occupants
- ☒ Lane Departure
- ☒ Intersections

Functional Class

- ☐ Local Road or Street
- ☐ Minor Collector
- ☐ Major Collector
- ☐ Minor Arterial
- ☐ Principal Arterial

Improvement Category (check all that apply)

☐ Access Management	☒ Intersection Geometry	☐ Parking	☐ Roadway Delineation
☐ Advanced Technology & ITS	☒ Intersection Traffic Control	☐ Pedestrians & Bicyclists	☐ Roadway Signs & Traffic Control
☐ Alignment	☒ Lighting	☐ Railroad Grade Crossings	☐ Shoulder Treatments
☐ Animal Related	☐ Miscellaneous	☐ Roadside	☒ Speed Management
☐ Interchange Design	☐ Non-infrastructure	☐ Roadway	☐ Work Zone

Describe Current Safety Issues

This intersection was identified for safety improvements in the Burleigh County LSRP due to the high volume of traffic flow that has developed in recent years and a current roadway geometry that does not meet current or future needs. It is also recognized in the Bismarck-Mandan MPO Arrive 2045 MTP Short Range Projects. Upon a site visit, there appears to be a lot of turn movements from Centennial to 71st and vice versa especially during the peak hour commutes. The intersection could use lighting to improve visibility at night. Speed limit is currently set at 55mph throughout the curve causing potential for high speed collisions with all the turning movements observed.
Lane Departures have been observed on multiple instances. The reflective delineators are replaced frequently along the curve. This area has a higher density of Rural Residential housing and this intersection serves as a direct route to Legacy High School, causing a large number of younger, lesser experienced drivers using these roadways on a daily basis. With the younger, inexperienced drivers we are also seeing increased speeds.

Describe Proposed Safety Improvements

The current configuration of this intersection is within the vicinity of 5 different roadway segments along a super-elevated spiral curve making it difficult to configure a safe intersection that meets all needs of all the roadways. Due to the high traffic volume, projected growth, turn movements required, and necessary geometry changes it is proposed to construct a roundabout to allow traffic to continue movement while increasing safety while servicing traffic from five different roadways. Providing a roundabout would address the current geometric configuration, speed and lighting issues.

For questions or comments contact:
Justin Schlosser
701-328-2673
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov

SCOPING REPORT

Report Completed By: Daniel Schriock, P.E. **Date**: 10-15-2021
Phone Number: (701) 204-7748

Project Description: Reconstruction of 71st Avenue NE, Centennial Road, 41st Street NE, & Rooster Road intersection.
Legal Description: Section 1, 2, 11, and 12 Township 139 North, Range 80 West
Functional and Funding Roadway Classification: Principal Arterial
Project Schedule: Proposed to use funding from 2026 HSIP Funds

Purpose and Need of Project: This intersection was identified for safety improvements due to the high volume of traffic flow that has developed in recent years and a current roadway geometry that does not meet current or future needs. Thankfully crashes have not yet increased, but unfortunately the number of near misses has been rising and this is due to continued development in the area and vehicular and truck traffic diverting around Bismarck to use the 71st/Centennial corridor. Due to the high traffic volume, projected growth, turn movements required, and necessary geometry changes it is proposed to construct a roundabout to allow traffic to continue movement while increasing safety while servicing traffic from five different roads. Burleigh County already has sufficient right-of-way to allow installation of the roundabout. The utility impacts will be moderate with some relocation necessary.

1. Construction History

CONSTRUCTION HISTORY – 71ST AVENUE NE & CENTENNIAL ROAD				
Year	Construction	Depth (in)	Width (ft)	Oil
2007	L&R Turn Lanes 71st & Centennial	4	12	PG 58-28
2014	Asphalt Overlay	3	28	PG 58-28
2020	Right Turn Lane 71st St W. Bound	4	14	PG 58-28

2. Existing Conditions
   71st Avenue NE (West):
   Existing Inslopes - Left: 4:1 Right: 4:1
   Existing Typical Section - Driving Lanes: 12 Shoulders: 2 ft Total Asphalt Width: 36 ft
   Total Gravel Width: 32 ft Depth of Asphalt: Unknown
   Depth of Gravel: Unknown Turn Lanes: Left

Average Daily Traffic:		
Year	**ADT**	**Source**
2015	4,200	Bismarck-Mandan MPO MTP
2019	5,245	NDDOT
2026	6,900	Forecasted (2019 at 4% Growth)
2045	19,300	Bismarck-Mandan MPO MTP

71st Avenue NE (East):
Existing Inslopes - Left: 4:1 Right: 4:1
Existing Typical Section - Driving Lanes: 12 Shoulders: 2 ft Total Asphalt Width: 36 ft
Total Gravel Width: 32 ft Depth of Asphalt: Unknown
Depth of Gravel: Unknown Turn Lanes: Left

Average Daily Traffic:		
Year	**ADT**	**Source**
2015	1,100	Bismarck-Mandan MPO MTP
2019	3,110	NDDOT
2026	4,100	Forecasted (2019 at 4% Growth)
2045	11,000	Bismarck-Mandan MPO MTP

Centennial Road:
Existing Inslopes - Left: 4:1 Right: 4:1
Existing Typical Section - Driving Lanes: 12 Shoulders: 3 ft Total Asphalt Width: 48 ft
Total Gravel Width: 32 ft Depth of Asphalt: Unknown
Depth of Gravel: Unknown Turn Lanes: Left & Right

Average Daily Traffic:		
Year	**ADT**	**Source**
2015	3,800	Bismarck-Mandan MPO MTP
2019	6,625	NDDOT
2026	8,720	Forecasted (2019 at 4% Growth)
2045	18,000	Bismarck-Mandan MPO MTP

41st Street NE:
Existing Inslopes - Left: 4:1 Right: 4:1
Existing Typical Section - Driving Lanes: 12 Shoulders: 0 ft Total Asphalt Width: 24 ft
Total Gravel Width: 28 ft Depth of Asphalt: Unknown
Depth of Gravel: Unknown Turn Lanes: None

Average Daily Traffic:		
Year	**ADT**	**Source**
2015	1,300	Bismarck-Mandan MPO MTP
2019	870	NDDOT
2026	1,150	Forecasted (2019 at 4% Growth)
2045	3,000	Bismarck-Mandan MPO MTP

Rooster Road:
Existing Inslopes - Left: 4:1 Right: 4:1
Existing Typical Section - Driving Lanes: 12 Shoulders: 0 ft Total Asphalt Width: 24 ft
Total Gravel Width: 26 ft Depth of Asphalt: Unknown
Depth of Gravel: 3 In Turn Lanes: None

Average Daily Traffic:		
Year	**ADT**	**Source**
2015	ND	Bismarck-Mandan MPO MTP
2019	ND	NDDOT
2026	ND	Forecasted (2019 at 4% Growth)
2045	ND	Bismarck-Mandan MPO MTP

3. Condition of Pavement Section:
   The existing roadway has low amounts of longitudinal and transverse cracks.

4. Existing Geometry:
   Horizontal Curves: Yes – through the intersection
   Vertical Curves: Yes – through curve and intersection
   Major Intersections: 71st Avenue NE and Centennial Road.
   Vertical Clearances: NA
   Ramps: None
   Existing Structures: None
   Centerline Culverts: East –west culvert under 41st Street NE.

5. Access Points to Adjoining Properties:
   41st Street NE and Rooster Road would also be included in the potential roundabout and these roads grant access to local roads for adjoining properties.

6. Existing Sidewalks/Shared Use Paths:
   There are no existing sidewalks or shared use paths.

7. Existing or Additional Storm Sewer:
   Under 41st Avenue NE there is an existing east-west culvert. The culvert sizes and locations will be in accordance with the Storm Water Master Plan.

8. County Water and Sanitary Sewer Line:
   There is no existing water or sanitary sewer lines.

9. Existing Lighting Systems:
   There are no existing lighting systems in the project corridor.

10. Traffic Signals and Turning Lanes:
    There are turn lanes in the intersection of 71st Avenue NE and Centennial Road.

Burleigh County Highway Department

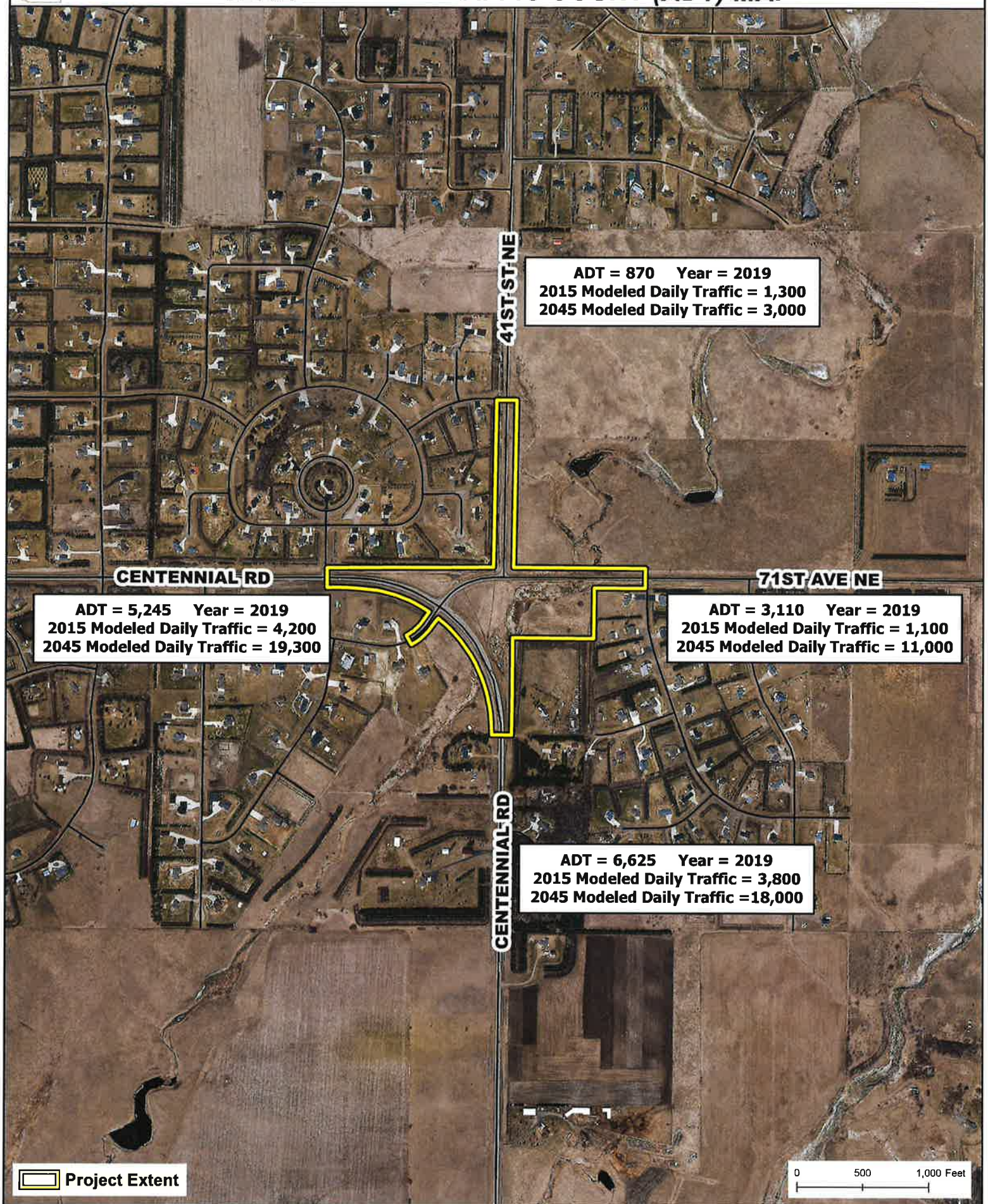
Preliminary Estimate of Costs
Reconstruction of 71st Ave. NE, Centennial Road, 41st St. NE, & Rooster Road Intersection
12/3/2021

Item Description	Price
Roundabout	$3,500,000.00
Lighting	$150,000.00
Landscaping	$50,000.00
Total	**$3,700,000.00**

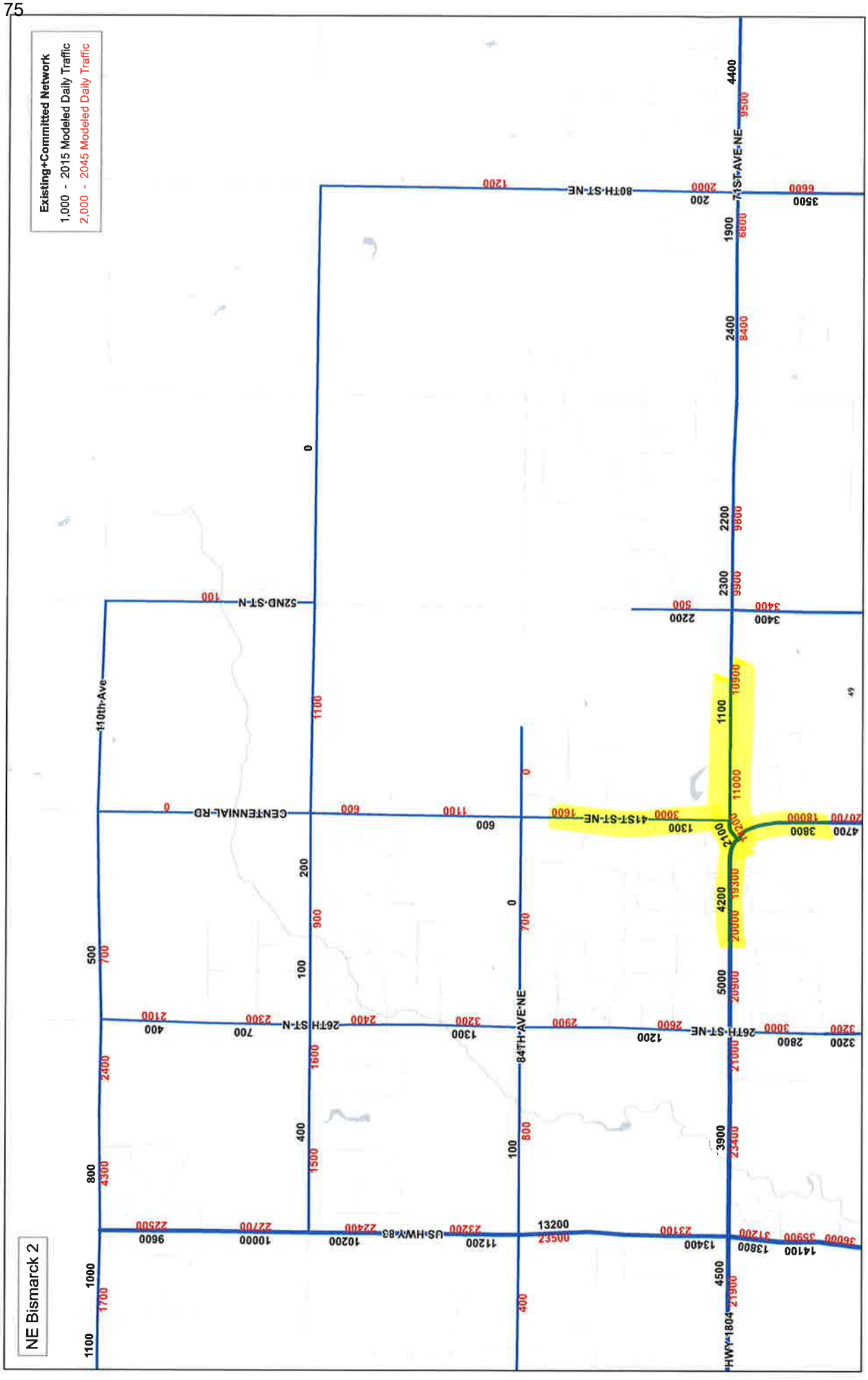
BURLEIGH COUNTY, NORTH DAKOTA
AVERAGE DAILY TRAFFIC COUNT (ADT) MAP

N

10/15/2021



Map produced by Burleigh County GIS. This map is for representation use only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated hereon.


Existing+Committed Network
1,000 - 2015 Modeled Daily Traffic
2,000 - 2045 Modeled Daily Traffic
NE Bismarck 2
80TH ST NE
71ST AVE NE
52ND ST N
110th Ave
CENTENNIAL RD
41ST ST NE
26TH ST N
84TH AVE NE
26TH ST NE
US HWY 83
HWY 1804

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 2 (Sorted by Date)
City: Bismarck
Location: Centennial Rd / 71st Ave N / Rooster Rd / 41st St
Start - End Date: 9/1/2016 - 8/31/2021 (5 Years)

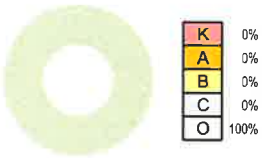
Notes: Animal crashes were not included.

23 USC § 409 Documents
NDDOT Reserves All Objections

VISION ZERO

Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-incapacitating Injury	B	0
Possible Injury	C	0
Property Damage Only	O	2
		2



Under Construction
Yes = 0 0%

Day of Week

Monday =	0	0%
Tuesday =	1	50%
Wednesday =	0	0%
Thursday =	0	0%
Friday =	0	0%
Saturday =	1	50%
Sunday =	0	0%
	2	

Manner of Collision			Breakdown by Severity K	A	B	C	O
Angle	2	100%	0	0	0	0	2
Rear End	0	0%	0	0	0	0	0
Left Turn	0	0%	0	0	0	0	0
Sideswipe (same dir.)	0	0%	0	0	0	0	0
Sideswipe (opp dir.)	0	0%	0	0	0	0	0
Single Vehicle	0	0%	0	0	0	0	0
Ped/Bike	0	0%	0	0	0	0	0
Head On	0	0%	0	0	0	0	0
Backing	0	0%	0	0	0	0	0
Other	0	0%	0	0	0	0	0
	2	100%	0	0	0	0	2

Surface Conditions			Breakdown by Severity K	A	B	C	O
Dry	2	100%	0	0	0	0	2
Wet	0	0%	0	0	0	0	0
Ice / Snow	0	0%	0	0	0	0	0
Other	0	0%	0	0	0	0	0
	2	100%	0	0	0	0	2

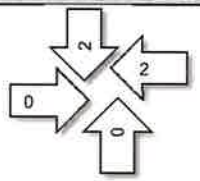
Lighting Conditions			Breakdown by Severity K	A	B	C	O
Dawn/Dusk	0	0%	0	0	0	0	0
Daylight	2	100%	0	0	0	0	2
Dark	0	0%	0	0	0	0	0
Dark (lighted)	0	0%	0	0	0	0	0
Unknown	0	0%	0	0	0	0	0
	2	100%	0	0	0	0	2

V1 and V2 Configuration*

Passenger Car =	0
PU / Van / Utility =	4
Truck =	0
Bus / Motorhome =	0
Motorcycle + Moped =	0
Ped or Bike =	0

These are only the most popular choices.

V1 and V2 Directions

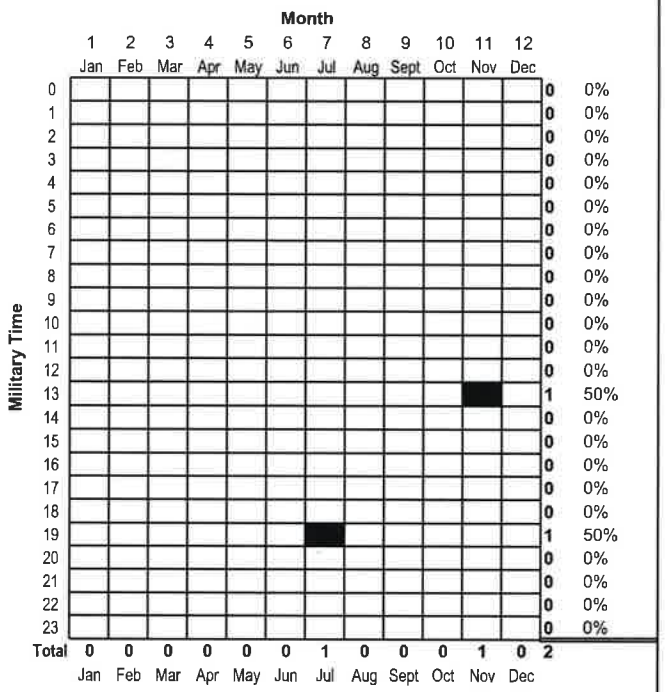


NB = 0
SB = 2
EB = 0
WB = 2

D1 and D2 Alcohol / Drugs*
Yes (alcohol or drugs present) = 0

D1 and D2 Age/Sex

Age	M	F	Total
0-17	2	0	2
18-20	0	0	0
21-24	0	0	0
25-34	1	0	1
35-44	0	1	1
45-54	0	0	0
55-64	0	0	0
65-74	0	0	0
75+	0	0	0
	3	1	4



*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Manner of Collision

Year	Start Date	End Date	Angle NB+EB	NB+WB	SB+EB	SB+WB	Sub Total	Rear End NB	SB	EB	WB	Sub Total	Left Turn NB to WB	SB to EB	EB to NB	WB to SB	Sub Total	Sideswipe Same Dir. NB	SB	EB	WB	Sub Total	Backing	Ped / Bike	Single Veh.	Head on or Other	Total
1	9/1/2016	8/31/2017																									0
2	9/1/2017	8/31/2018																									0
3	9/1/2018	8/31/2019																									0
4	9/1/2019	8/31/2020				2	2																				2
5	9/1/2020	8/31/2021																									0
						2	2																				2

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 2 (Sorted by Date)
City: Bismarck
Location: Centennial Rd / 71st Ave N / Rooster Rd / 41st St
Start - End Date: 9/1/2016 - 8/31/2021 (5 Years)

23 USC § 409 Documents NDDOT Reserves All Objections

LEGEND
- ▶ Fatal
- ▶ Incapacitating Injury
- ▶ Non-Incapacitating Injury
- ▷ Possible Injury
- ♦ Wet surface
- ❄ Snow, Ice, Slush, Frost
- ▲ Crash related to work zone
- ① Unit number

1. Contributing Factor
* = alcohol or drugs involved

2. Most Harmful Event
For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column

VISION ZERO

Crash No. / Crash Severity / Date Day / Surface Conditions (Weather) / Lighting & Time	Type of Collision	① AGE SEX CITY STATE / Unit Configuration / Movement (traffic control) / Contributing Factor[1] / Most Harmful Event[2]		Shortened Narrative	Diagram
1087226 PDO 11/26/19 Tuesday Dry (Cloudy) Daylight 1:56 PM	Angle	① 44F BISMARCK ND Pickup - Van - Utility SB Turning Left (Stop) Failed to Yield	② 34M HAZEN ND Pickup - Van - Utility WB Going Straight	V1 = SW-bound. V2 = NW-bound.	↓ ←
1096560 PDO 07/18/20 Saturday Dry (Clear) Daylight 7:31 PM	Angle	① 15M BISMARCK ND Pickup - Van - Utility SB Turning Left (Stop) Failed to Yield	② 15M BISMARCK ND Pickup - Van - Utility WB Going Straight	V1 = SW-bound. V2 = NW-bound.	↓ ←

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HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation Programming
SFN 59959 (06-2011)

NE 41st ST & 71st Ave NE (WEST)

Agency Name: Burleigh County | **ND DOT District: 1**
Contact Name: Marcus Hall | **Telephone Number: 701-221-6870**
Email Address: mahall@nd.gov

Please attach a location map(s). You may use additional sheets to further describe your project.

Location Description

Configuration: X
Configuration (2): Undivided
Urban/Rural: Rural
County: Burleigh
Entering ADT: 5460
Traffic Control Device: Thru-Stop
Street Lights: No
Flashers: No
Major ADT: 4535
Minor ADT: 925

SHSP Emphasis Area (check all that apply)

- ☐ Reduce Alcohol Impaired Driving
- ☐ Increase the Use of Safety Restraints for all Occupants
- ☐ Younger Driver/Older Driver Safety
- ☐ Curb Aggressive Driving
- ☐ Improvements to Address Lane Departure Crashes
- ☐ Enhancing Emergency Medical Capabilities to Increase Survivability
- ☑ Improve Intersection Safety

Describe Current Safety Issues & Systemic Ranking Review

North Dakota Crashes, 2008 - 2012 — 5 years

	Total	Angle	K+A
Crashes	2	0	0.00
Rate (per MVM)	0.2	0.0	0.0

	Value	Critical	Risk Ranking
Skew	No	Yes	
On/Near Curve	Yes	Yes	★
Development	No	Yes	
Near RR Crossing	No	Yes	
Distance from previous STOP	No	Yes	
Volume Cross Product	Yes	≥ 100,000	★
Total Crashes	2	>0	★
			★★★



Describe Proposed Safety Improvements

Description	Unit Cost		Units	Cost	Notes -
Roundabout	$1,000,000	per intersection	0	$0.00	
Directional Median	$750,000	per intersection	0	$0.00	
Mainline Dynamic Warning Sign	$50,000	per intersection	1	$50,000.00	
Close Median	$25,000	per intersection	0	$0.00	
Installing Street Lights	$6,000	per street light	1	$6,000.00	
Upgrade Stop Sign	$350	per sign	2	$700.00	
Upgrade Junction Sign	$350	per sign	2	$700.00	
Upgrade Stop Ahead Sign	$450	per sign	2	$900.00	
Upgrade Stop Ahead Marking	$450	per marking	2	$900.00	
Upgrade Stop Bar	$250	per marking	2	$500.00	
Review Signs and CST	$2,450	per intersection	1	$2,450.00	
				$62,150.00	

Signs and Markings and Street Light project costs vary by the number of minor legs associated with the intersection.

Project Cost Estimate (attach detailed copy)

Federal Funds	$55,935
Local Match (10% of Total project cost)	$6,215
Total Project Cost	**$62,150**

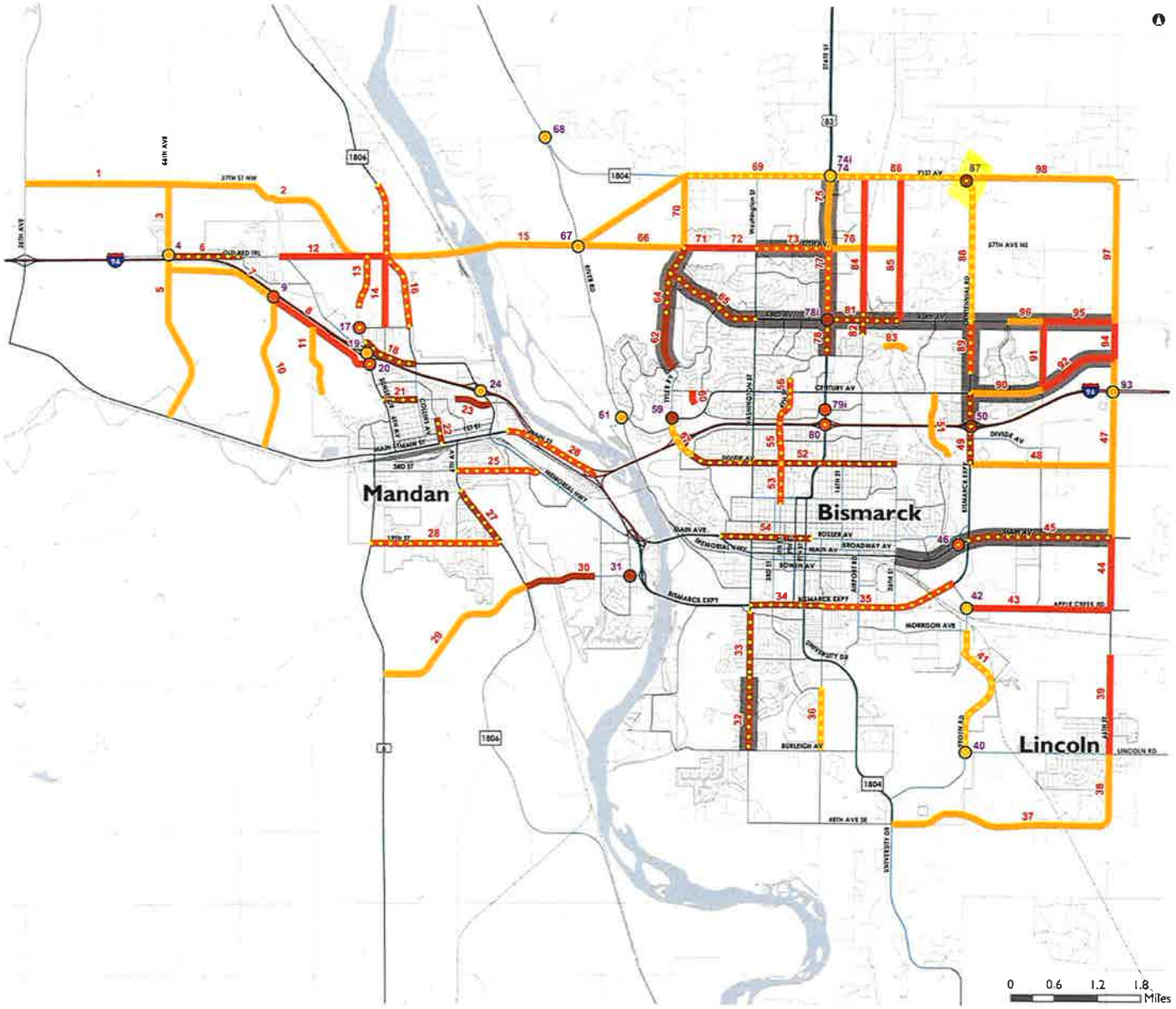
Proposed Year of Construction

NDDOT Central Office Only

Project Accepted?	☐ Yes ☐ No	Reference Number		ID Number	

Notes

Page: 6
Intersection ID: 510.03
Date: 8/13/2013



Project Phasing

- Short Range Projects
- Mid Range Projects
- Long Range Projects
- Short Range Projects for Constrained Plan
- Mid Range Projects for Constrained Plan
- Long Range Projects for Constrained Plan
- Bismarck Sales Tax Eligible Corridors

ARRIVE 2045
Bismarck-Mandan MPO
Metropolitan Transportation Plan

Short-Range Project List

ID	Location	Termini	Termini	Description	Phase	Cost	Year of Expenditure [YOE]	Program	Urban Program Priority
6	Old Red Trail	56th Avenue	40th Avenue NW	Reconstruct as 3-lane urban section.	Short	$8,400,000	$9,826,812	Urban	2
18	Old Red Trail	Sunset Drive	ND1806 / Collins Avenue	Restripe for 3-lane urban section.	Short	$39,500	$46,209	Safety	
21	Division Street	Sunset Drive	ND 1806 / Collins Avenue	Reconstruction.	Short	$2,500,000	$2,924,646	Urban	5
22	3rd Avenue NE	Main Street	5th Street	Reconstruction.	Short	$2,500,000	$2,924,646	Urban (P&M)	7
23	Division Street	8th Avenue E	Mandan Avenue	Construct as 2-lane urban section.	Short	$2,880,000	$3,369,193	Urban	
27	Highway 1806	19th Street	Heart River Bridge	Pavement preservation project, including addition of turn lanes and signals at 8th Avenue and 19th Street.	Short	$1,750,000	$2,047,252	Regional	
30	McKenzie Road	Highway 1806	39th Avenue E	Construct as 2-lane rural section. Include new bridge across Heart River. Add signals at McKenzie Drive/ Bismarck Expressway ramps and at McKenzie Drive/40th Avenue.	Short	$15,650,000	$18,308,286	Urban	
31	McKenzie Road	46th Avenue SE		Intersection capacity improvement.	Short	$2,500,000	$2,924,646	Urban	
32	Washington Street	Burleigh Avenue	Drainage Channel	Reconstruct as 3-lane urban arterial.	Short	$8,720,000	$10,201,167	Urban	3
33	Washington Street	Drainage Channel	Denver Avenue	Turn lane improvements including restripe south of Reno Avenue as 3-lane section.	Short	$39,000	$45,624	Safety	
34	Bismarck Expressway	Washington Street	12th Street	Safety improvements.	Short	$5,000,000	$5,849,293	Safety	
45	Main Avenue	Bismarck Expressway	66th Street	Widen from 2-lane to 3-lane section (including intersection improvement at 52nd Street).	Short	$10,020,000	$11,721,983	Urban	6
49	Bismarck Expressway / Centennial Road	Divide Avenue	Century Avenue	Widen from 5-lane to 6-lane section.	Short	$3,960,000	$4,632,640	Mix	
50	Bismarck Expressway / Centennial Road	I-94		Interchange reconstruction.	Short	$25,000,000	$29,246,464	Interstate	
52	Divide Avenue	Turnpike Avenue	26th Street	Restripe as 3-lane urban section.	Short	$143,500	$167,875	Safety	
54	Rosser Avenue	Main Avenue	10th Street	Restripe as 3-lane urban section.	Short	$62,000	$72,531	Safety	
59	Century Avenue	Tyler Parkway		Intersection capacity improvement.	Short	$2,500,000	$2,924,646	Urban	
62	Tyler Parkway	Valley Drive	43rd Avenue	Construct as 2-lane urban section.	Short	$4,260,000	$4,983,597	Urban	
64	Tyler Parkway	43rd Avenue	57th Avenue	Overlay existing roadway to 2-lane rural section.	Short	$500,000	$584,929	Urban	8
65	Ash Coulee Drive	Tyler Parkway	Washington Street	Widen from 2-lane to 3-lane urban section.	Short	$5,240,000	$6,130,059	Urban	4
78	State Street	Calgary Avenue	43rd Avenue	At grade improvements: Calgary Avenue and 43rd Avenue; widening to 6-lane urban section from Calgary Avenue through 43rd Ave intersection.	Short	$15,185,000	$17,764,302	Regional	
78i	State Street	43rd Avenue		Grade separation.	Short	$30,000,000	$35,095,757	Regional	
81	43rd Avenue	State Street	26th Street	Construct 3-lane or 5-lane urban section.	Short	$10,000,000	$11,698,586	Urban	1
82	19th Street	North Valley Loop/Yucca Avenue	43rd Avenue	Reconstruct as 3-lane urban section.	Short	$1,380,000	$1,614,405	Urban	1
87	71st Avenue	Centennial Road		Intersection capacity improvement.	Short	$2,500,000	$2,924,646	Safety	
TBD	State Street	Calgary Avenue	43rd Avenue	Shared use path.	Short	$1,000,000	$1,169,859	Regional	

EXHIBIT H

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

81

North Dakota Department of Transportation, Programming
SFN 59959 (11-2019)

23 USC § 409 Documents
NDDOT Reserves All Objections

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name		NDDOT District
City of Bismarck		Bismarck
Contact Name		**Current Date**
Mark A. Berg		11/29/21
Email Address	**Telephone Number**	**Project Cost Estimate (attach detailed copy)**
mberg@bismarcknd.gov	701-355-1529	134,000.00

Location Description	Roadway Ownership	Vision Zero Emphasis Area (check all that apply)	Functional Class
Citywide Various Locations	☐ State ☐ County ☒ City ☐ Tribe	☐ Younger Drivers ☒ Speeding or Aggressive Drivers ☐ Alcohol-Related ☐ Unbelted Vehicle Occupants ☐ Lane Departure ☐ Intersections	☒ Local Road or Street ☐ Minor Collector ☐ Major Collector ☐ Minor Arterial ☐ Principal Arterial

Improvement Category (check all that apply)

☐ Access Management	☐ Intersection Geometry	☐ Parking	☐ Roadway Delineation
☐ Advanced Technology & ITS	☐ Intersection Traffic Control	☒ Pedestrians & Bicyclists	☐ Roadway Signs & Traffic Control
☐ Alignment	☐ Lighting	☐ Railroad Grade Crossings	☐ Shoulder Treatments
☐ Animal Related	☐ Miscellaneous	☐ Roadside	☒ Speed Management
☐ Interchange Design	☐ Non-infrastructure	☐ Roadway	☐ Work Zone

Describe Current Safety Issues

The Bismarck-Mandan School Safety Crossing Study identified many locations for the installation of pedestrian actuated crossing devices. At the time the Study was conducted, the Rectangular Rapid Flashing Beacon (RRFB) was not a NDDOT approved safety improvement type. Recent changes allow now for the RRFB installation. A RRFB was installed at the intersection of N Washington Street and Durango/Slate Dr in 2019 utilizing local money only. The NDDOT has approved RRFB installations at 7th Street and 9th Street in the vicinity of Bismarck High School and that project has been programmed for 2021.

Describe Proposed Safety Improvements

There has been a significant number of near misses and a few vehicle-pedestrian crashes. The primary issue is traffic yielding to students in the crosswalk.

The locations I would recommend for installation or modification of existing crossing devices are at the following locations: 16th Street and Braman Avenue, 8th Street and East Avenue C and Centennial Road and Jericho Road.

For questions or comments contact:
Justin Schlosser
701-328-2673
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov

Bismarck ENGINEERING

December 2, 2021

Mr. Justin Schlosser, PE
Traffic Operations
North Dakota Department of Transportation
608 Boulevard Avenue
Bismarck, North Dakota 58505-0700

Subject: Highway Safety Improvement Project (HSIP)

Justin:

This letter is to submit the attached application for HSIP funding for a citywide Rapid Rectangular Flashing Beacon (RRFB) school crossing and project. The roadways on which these locations are on the functionally classified highway system. The locations I would recommend for installation RRFB crossing devices are at the following locations:

a. Centennial Road and Jericho Road – Legacy High School



Phone: 701-355-1505 ● Fax: 701-222-6593 ● 221 North 5th Street ● P.O. Box 5503 ● Bismarck, ND 58501
www.bismarcknd.gov ● TDD 711 ● An Equal Opportunity-Affirmative Action Employer

EQUAL HOUSING OPPORTUNITY

b. 16th Street and Braman Avenue – Pioneer School



c. East Avenue C and 8th Street – Bismarck High School



The request for an HSIP project is based on the concern for the safety of pedestrians crossing higher volume roadways. The request on Centennial Road is based on traffic speed and students desiring to cross at Jericho Road to reach the commercial development to the south and east of this crossing. The request for 16th Street at Braman Avenue is based on improving safety. A crossing guard is currently at this

crossing for AM and PM student crossings. The request for a safety improvement at the intersection of East Avenue C and 8th Street is to improve pedestrian safety resulting from traffic congestion and crossing of pedestrians across East Avenue C in the AM and PM.

To improve school crossing safety, the City of Bismarck would like to propose this project to improve the three school/pedestrian crossing locations to the new pedestrian actuated Rapid Rectangular Flash Beacon crossing systems. The long-term benefits after implementation would be realized through improved vehicular and pedestrian safety.

I have attached the required HSIP project applications, aerial photo, traffic study and a detailed estimate of cost for the improvements.

If you have any questions, contact my office.

Sincerely,

Mark Berg \s\

Mark A. Berg, PE
Bismarck Traffic Engineer

Attachment

Traffic Study

Existing Conditions
The roadways proposed for the installation of RRFB system vary in functional classification from local to Principal Arterial. Two of the three proposed new locations for the installation of RRFB system are currently signed and marked as school crossings. The Centennial Road is a new proposed crossing.

Safety Concern
The safety concern is based on the ability of pedestrians to safely cross higher volume roadways. The RRFB systems with push button actuation are intended to draw the driver's attention to see students attempting to cross the roadway.

Local Input
Bismarck Parks and Recreation, Bismarck Public Schools, and Bismarck State College were requested to submit locations identified by their staff in need of crossing improvements.

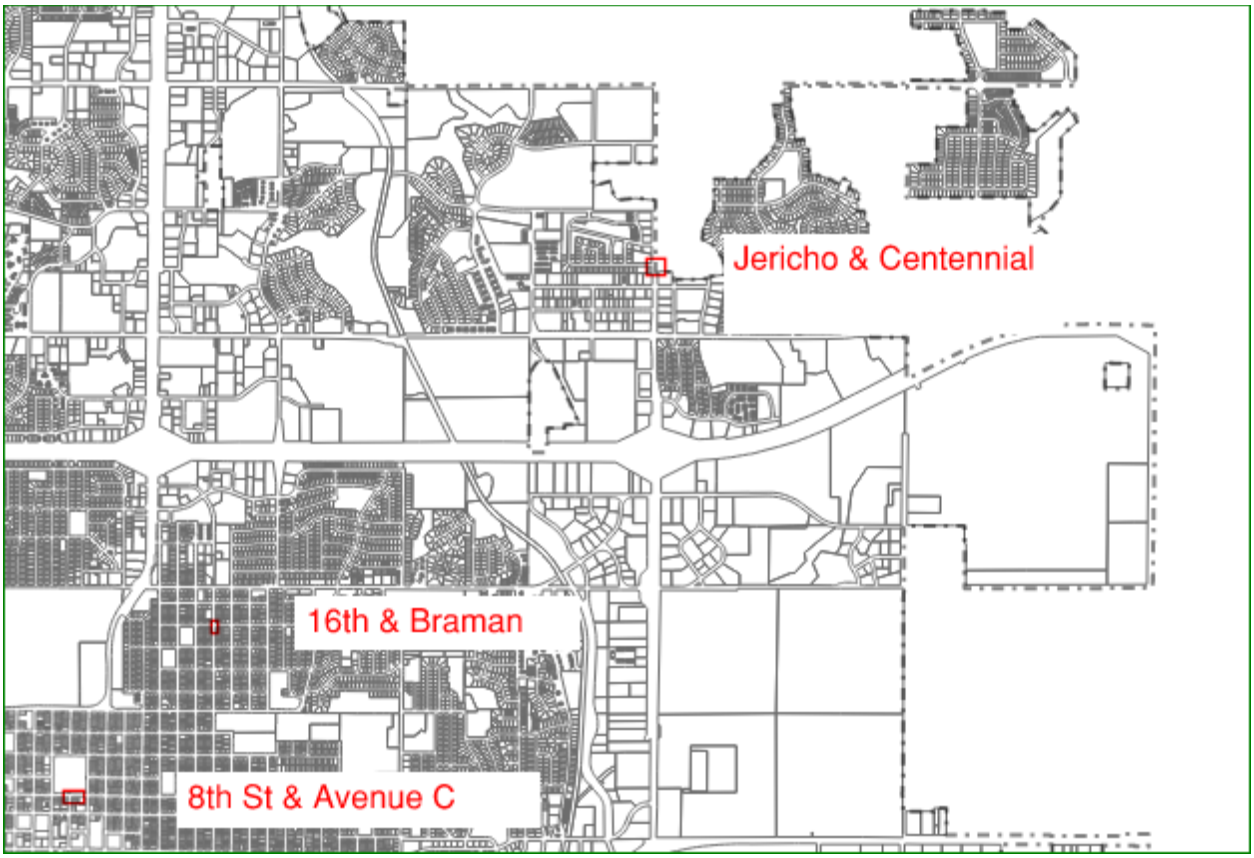
Counter Measure
The long-term benefits after implementation would be realized through improved vehicular and pedestrian safety. In addition to Improving these school crossing locations, they will provide continued continuity of school crossings flashing beacon systems in Bismarck installed on a previous HSIP project.

Cost Analysis

HSIP RRFB School Crossing Improvements

(Various Locations)

ITEMS	QTY	UNITS	PRICE	TOTAL
Rectangular Rapid Flash Beacon	3	EA	$15,000.00	$45,000
Concrete Foundations	6	EA	$5,000.00	$30,000
Bore including 2inch Conduit	990	LF	$11.00	$10,890
3 No. 12 Wire	990	LF	$5.00	$4,950
No. 6 Ground Wire	990	LF	$2.00	$1,980
Pad-Mounted Feedpoint	3	EA	$10,000.00	$30,000
				ESTIMATE TOTAL
Total (2021)				$ 122,820
Total (2024) (3%/3 Years)				**$ 134,000**


Jericho & Centennial
16th & Braman
8th St & Avenue C

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EXHIBIT I

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

North Dakota Department of Transportation, Programming
SFN 59959 (11-2019)

23 USC § 409 Documents
NDDOT Reserves All Objections

Please attach a location map(s). You may use additional sheets to further describe your project.

Agency Name		NDDOT District
City Of Bismarck		Bismarck
Contact Name		**Current Date**
Mark A. Berg		12/02/2021
Email Address	**Telephone Number**	**Project Cost Estimate (attach detailed copy)**
mberg@bismarcknd.gov	701-355-1529	591,000

Location Description
19th Street and Century Avenue

Roadway Ownership
- ☐ State
- ☐ County
- ☒ City
- ☐ Tribe

Vision Zero Emphasis Area (check all that apply)
- ☐ Younger Drivers
- ☒ Speeding or Aggressive Drivers
- ☐ Alcohol-Related
- ☐ Unbelted Vehicle Occupants
- ☐ Lane Departure
- ☒ Intersections

Functional Class
- ☐ Local Road or Street
- ☐ Minor Collector
- ☐ Major Collector
- ☒ Minor Arterial
- ☐ Principal Arterial

Improvement Category (check all that apply)

☐ Access Management	☒ Intersection Geometry	☐ Parking	☐ Roadway Delineation
☐ Advanced Technology & ITS	☒ Intersection Traffic Control	☐ Pedestrians & Bicyclists	☐ Roadway Signs & Traffic Control
☐ Alignment	☐ Lighting	☐ Railroad Grade Crossings	☐ Shoulder Treatments
☐ Animal Related	☐ Miscellaneous	☐ Roadside	☐ Speed Management
☐ Interchange Design	☐ Non-infrastructure	☐ Roadway	☐ Work Zone

Describe Current Safety Issues

East/west left turn lanes are at a negative offset impacting sight distances for left turn movements. The minimum required sight distance for oncomining vehicles is 280' for the posted speed limit of 35 MPH. The exisitng measured sight distance as a result of the exisitng negative offset is approximately 160'.

Describe Proposed Safety Improvements

1. Realignment of the left turn lanes on Century Avenue to remove the left turn negative offisets.
2. Convert left turn signals to Flashing Yellow Arrow (FYA) on all approaches.
3. Relocate light poles as necessary.

For questions or comments contact:
Justin Schlosser
701-328-2673
jjschlosser@nd.gov

Please email completed form to this address: hsip@nd.gov

Bismarck
ENGINEERING

December 2, 2021

Mr. Justin Schlosser, PE
Traffic Operations
North Dakota Department of Transportation
608 Boulevard Avenue
Bismarck, North Dakota 58505-0700

Subject: Highway Safety Improvement Project (HSIP)

Justin:

This letter is to submit the attached application for the HSIP safety program to be considered for funding. The City of Bismarck would like to submit for a project at the intersection of 19th Street and Century Avenue. At this time this intersection has not been identified as a high crash location but does present negatively offset left-turn lanes for westbound and eastbound traffic. This location has similar design geometrics as two other locations, 4th Street/Century Avenue and Washington St/Century Avenue, that have been identified as high crash locations and have been granted HSIP funding to improve safety by removing the negative offset that currently exists.

The safety concern is to reduce the number of east/west left-turning angle crashes. The optimal solution is to correct the existing negative offset of the left turn lanes on Century Avenue at this location. To improve safety, the reconstruction of the east/west left-turn lanes to remove the negative offset that currently exists will be required.

In addition to correcting the negative offset, Flashing Yellow Arrows (FYA) would be installed to upgrade the existing protected/permissive left turn signal heads to provide continuity for drivers.

The long-term benefits after implementation should be realized through improved vehicular safety, traffic flow, reduction in turning maneuver conflicts, and reduction of driver aggression.

I have attached the required HSIP project applications, aerial photo and an estimate of the cost.

If you have any questions, contact my office.

Sincerely,

Mark Berg \s\

Mark A. Berg, PE
Bismarck Traffic Engineer

Attachment

Traffic Study

Location #1 – Century Avenue and 19th Street

Existing Conditions

The average daily traffic entering this intersection is estimated at 40,000. The existing traffic control for this intersection is a traffic actuated signal system. All approaches to this intersection have two through lanes with no right turn overlaps. The north/south left-turning traffic has protected/permissive control. The east/west left-turning traffic is controlled by a protected left turn signal. Century Avenue has a raised median and the exclusive left-turn lanes have a negative offset. Pedestrian facilities are in place on all four approaches.

Crash Review

The review period for this intersection is 2016 through 2021. There were 60% rear end and 7 % angle crashes. 14 (22%) crashes occurred during ice/snow roadway surface conditions.

Safety Concern

The negative offset of the east and westbound left-turn lanes limits the sight distance for left-turning traffic. The minimum required sight distance to oncoming vehicles is 280’ at 35 MPH. The existing measured sight distance as a result of the negative offset is approximately 160’.

Counter Measure

The optimal solution is to correct the existing negative offset of the left turn lanes along Century Avenue. The reconstruction of the east/west left-turn lanes to remove the negative offset that currently exists would correct the inadequate sight distance for left-turning traffic.

In addition to correcting the negative realignment, conversion of the existing protected/permissive left turn signal operation to Flashing Yellow Arrows (FYA) on all four exclusive left-turn lanes would also have benefits by increasing capacity and decreasing delay.

Supportive Documentation

This recommendation is called out in the Mandan-Bismarck Corridor Improvement Study conducted by the Bismarck-Mandan Metropolitan Planning Organization.

Cost Analysis

Item	Quantity	Unit	Estimated Unit Price	Total Estimated Cost
Contract bond	1	EA	$ 5,000.00	$5,000.00
Mobilization	1	LS	$ 50,000.00	$50,000.00
Erosion Control	1	LS	$ 5,000.00	$5,000.00
Traffic Control	1	LS	$ 25,000.00	$25,000.00
Removals	450	LF	$ 110.00	$49,500.00
Curb & Gutter	600	LF	$ 90.00	$54,000.00
Common Excavation	500	CY	$ 25.00	$12,500.00
Granular Base	500	CY	$ 80.00	$40,000.00
Reinforced Concrete Pavement	500	SY	$ 150.00	$75,000.00
Seeding/Sodding	1	LS	$ 4,000.00	$4,000.00
Relocate Pull Box	2	EA	$ 3,000.00	$6,000.00
Revise Traffic Signal - FYA	1	LS	$ 100,000.00	$100,000.00
Signs	1	LS	$ 3,000.00	$3,000.00
Pavement Marking	1	LS	$ 14,000.00	$14,000.00
Revise Lighting	1	LS	$ 30,000.00	$30,000.00
Adjust Manholes/Gatevalves	1	LS	$ 3,000.00	$3,000.00
Revise Irrigation/Sprinkler	1	LS	$ 10,000.00	$10,000.00
TOTAL (2021)				$486,000.00
TOTAL (2026) - 4%/5 Years				($591,293.31)



Areas in Red to be removed to eliminate/minimize left turn negative offset.

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EXHIBIT J

URBAN GRANTS PROGRAM SUMMARY

DECEMBER 2021

A total of three (3) project applications were submitted for the fiscal funding year 2024 Urban Grants Program. The projects were scored against the goals and objectives of the Metropolitan Transportation Plan (MTP) by MPO staff. Points are provided to TAC and Policy Board for information, discussion, and potential prioritization. **This is not a ranking**.

JURISDICTION	PROJECT TYPE	PROJECT DESCRIPTION	TOTAL COST / FEDERAL COST	MTP	POINTS
Bismarck	Rehabilitation	**Front Ave and 5th St Pavement Rehab – Front Ave, 9th St to S. Mandan St and 3rd St, Front Ave to Main Ave and 5th St, Bowen Ave to Main Ave.** Mill and overlay, curb and gutter repairs, sidewalk repairs, ADA ramp upgrades, curb extensions, plastic pavement marking, watermain replacement, roadway and pedestrian lighting upgrades, street trees and landscaping improvements, modifications of traffic signals for implementing leading pedestrian intervals, benches, bike racks, bus shelter pads, and signage.	$2,635,600 / $1,468,880 (federal portion represents 80% of cost of construction)	YES	17.498
Bismarck	Rehabilitation	**West CBD Pavement Upgrade – 3rd St, Main Ave to Rosser Ave and Rosser Ave, 3rd St to 7th St, along with portions of 4th St, 5th St, and Broadway Ave.** Mill and overlay, curb and gutter repairs, sidewalk repairs, ADA ramp upgrades, curb extensions, plastic pavement marking, roadway and pedestrian lighting upgrades, street trees and landscaping improvements, modifications of traffic signals for implementing leading pedestrian intervals, and signage.	$1,804,000 / $656,887 in new funding (to be combined with $786,313 previously awarded)	YES	15.198
Mandan	Reconstruction Phase I	**Downtown Core Reconstruct Phase I – 1st St NW from Collins Ave to 6th Ave NW** Full reconstruct on 1st St roadway with concrete (rather than mill and overlay due to exceedingly poor pavement condition; poor curb, gutter, and sidewalk conditions; and a need to replace old watermain); sidewalk and sidewalk ramp improvements to bring up to ADA compliance; possible curb bulb outs; signage and striping; integrating beautification elements recommended in the Mandan Downtown Sub Area Study such as benches, bike racks, LED and decorative lighting; also potential reverse angle parking trial on 1st St. Signalization warrants and potential roundabout placement will be examined during preliminary design.	$6,700,288 / $4,850,390 (federal portion represents 80% of cost of construction)	YES	13.998

Urban Grant Scoring: MPO Staff

Solicitation Year: 2021
Funding Year: FY2024

URBAN GRANT SCORING METHODOLOGY:

The applications will be scored by MPO staff using the MTP Urban Roads/Urban Regional objectives. These scores will not be prioritized by staff but rather will be provided to the TAC for board discussion. TAC may rank the projects based in their discussion, and the ranking will be provided to PB. PB will be provided the staff score and TAC ranking. PB has the authority to accept, change, or deny any prioritization for the Urban Grant Program.

URBAN GRANT SCORING *(For MPO Staff Use):*

Urban Grant Scoring Objectives
1A: Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
1C: Enhance transportation security and reliability by developing strategies to address critical transportation assets identified that will facilitate the rapid movement of first responders and support incident management during times of emergency (SMO)
2A: Maintain pavement quality and bridges at acceptable levels (SMO)
2B: Maintain street signage and visibility (SMO)
2C: Maintain the current bicycle & pedestrian system (SMO)
3A: Implement projects and programs that will reduce travel delays on corridors that have an existing or proposed Level of Service (LOS) D or worse, to a LOS C or better after the improvement is made (SMO)
3B: Provide and maintain corridors functionally classified as minor arterials and above that facilitate longer-distance travel within the region (SMO)
3C: Improve the continuity of the multimodal systems for pedestrians, cyclists, or transit riders; through improved network connections and reduction of system gaps (SMO)
4A: Enhance the efficient and safe movement of freight and goods including investments in congestion reduction and safety improvements on the critical urban freight corridors and other designated freight corridors (SMO)
5C: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
7B: Leverage the existing transportation system by emphasizing low-cost, high impact solutions that may include incremental system improvements, system preservation, and technology applications to achieve reduced congestion in lieu of more expensive projects such as roadway widening (SMO)

1. Project: 1st Street and Avenues Reconstruct Phase I — Total Points _13.998____
   Submitting Entity: City of Mandan
   a. Objective 1A: __x__ 2.25 pts
   b. Objective 1C: __x__ 2.25 pts
   c. Objective 2A: __x__ 1.666 pts
   d. Objective 2B: __x__ 1.666 pts
   e. Objective 2C: __x__ 1.666 pts
   f. Objective 3A: ____ 1.2 pts
   g. Objective 3B: __x__ 1.2 pts
   h. Objective 3C: __x__ 1.2 pts
   i. Objective 4A: ____ 2.3 pts
   j. Objective 5C: __x__ 2.1 pts
   k. Objective 7B: ____ 1.2 pts

2. Project: Front Avenue and 5th Street Pavement Rehab — Total Points _17.498____
   Submitting Entity: City of Bismarck
   a. Objective 1A: __x__ 2.25 pts
   b. Objective 1C: __x__ 2.25 pts
   c. Objective 2A: __x__ 1.666 pts
   d. Objective 2B: __x__ 1.666 pts
   e. Objective 2C: __x__ 1.666 pts
   f. Objective 3A: ____ 1.2 pts
   g. Objective 3B: __x__ 1.2 pts
   h. Objective 3C: __x__ 1.2 pts
   i. Objective 4A: __x__ 2.3 pts
   j. Objective 5C: __x__ 2.1 pts
   k. Objective 7B: __x__ 1.2 pts

3. Project: West CBD-Pavement Upgrade — Total Points _15.198____
   Submitting Entity: City of Bismarck
   a. Objective 1A: __x__ 2.25 pts
   b. Objective 1C: __x__ 2.25 pts
   c. Objective 2A: __x__ 1.666 pts
   d. Objective 2B: __x__ 1.666 pts
   e. Objective 2C: __x__ 1.666 pts
   f. Objective 3A: ____ 1.2 pts
   g. Objective 3B: __x__ 1.2 pts
   h. Objective 3C: __x__ 1.2 pts
   i. Objective 4A: ____ 2.3 pts
   j. Objective 5C: __x__ 2.1 pts
   k. Objective 7B: __x__ 1.2 pts

URBAN GRANTS SCORING RESULTS

Agency/ Project	Total Points
Front Avenue and 5th Street Pavement Rehab	17.498
West CBD-Pavement Upgrade	15.198
1st Street and Avenues Reconstruct Phase I	13.998

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EXHIBIT K

Urban Grant Program Application

Coversheet

LPA
Bismarck

Contact Person
Gabe Schell

Title
City Engineer

Address
221 N 5th Street, Bismarck, ND

Telephone
701-355-1505

Email
gschell@bismarcknd.gov

Project Name
Front Avenue and 5th Street Pavement Rehabilitation

LPA Applicant Signature (Highest Elected Official)

_____

NDDOT District Engineer Signature if project is located on/impacts a State Highway

_____

Date Submitted
10/15/2021

Application Attachment Checklist (check all that have been attached)

☐Relevant excerpts from adopted plans ☐Map(s) depicting project location ☐Cross Section of Roadway/facility

☐Pictures, Graphics, and/or other visual aids ☐Relevant supporting data

☐Other Attachments (describe)
Click here to enter text.

Information in this Box is for NDDOT to Complete

Date Received_____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?
Yes☐ No☐

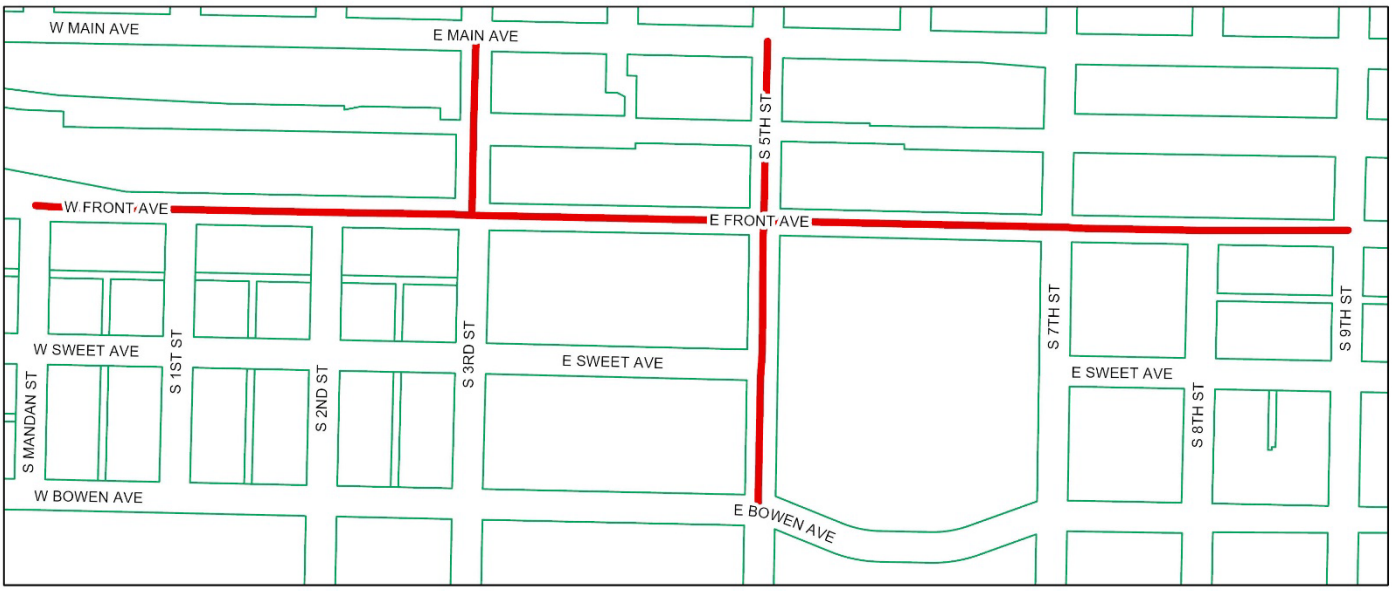
General Project Information

Project Description (including location and scope of work for which funding is requested)

Project consists of improvements to downtown Bismarck primarily on Front Avenue, 3rd Street and 5th Street bounded by Main Avenue on the north, Mandan Street on the west and 9th Street on the east. Project scope includes mill and overlay, curb and gutter repairs, sidewalk repairs, ADA ramp upgrades, curb extensions, plastic pavement marking, watermain replacement, roadway and pedestrian lighting upgrades, street trees and landscaping improvements modifications of traffic signals for implementing leading pedestrian intervals, benches, bike racks, bus shelter pads and signage.

Construction Limits: Front Avenue from Mandan Street to 9th Street, 3rd Street from Front Avenue to Main Avenue and 5th Street from Bowen Avenue to Main Avenue.

Environmental Area: Front Avenue from Mandan Street to 9th Street, 3rd Street from Front Avenue to Main Avenue and 5th Street from Bowen Avenue to Main Avenue.



Total Project Cost

$2,635,600

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

$1,468,880

Competitive Criteria

1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project that are part of the overall project or other planned projects that may compliment this project. Documentation of information to support the need such as relevant data, existing and if appropriate projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.

The primary component of the project is a mill and overlay of Front Avenue from Mandan Street to 9th Street and 5th Street from Sweet Avenue to the railroad tracks. The proposed work would repair the distressed wearing course and would restore the useful life of the previously invested infrastructure through increased load carrying capacity. Front Ave, 3rd Street and 5th Street are functionally classified as minor arterials and provide north/south and east/west connectivity into and out of the CBD. 3rd Street and 5th Street with its quiet zone at-grade crossing of BNSF railroad provides interconnectivity for all modes of transportation from downtown Bismarck to land uses south of the railroad tracks. The project would also revise/improve any non-compliant pedestrian crossing to meet ADA requirements. Select traffic signals would be modified to include push-button activation in order to implement leading pedestrian intervals which have shown to reduce pedestrian/vehicle crashes. This project would evaluate the need for pedestrian lighting along Front Avenue from 3rd Street to 7th Street, 3rd Street between Front Avenue and the railroad tracks, and 5th Street from Bowen Avenue to the railroad tracks.

2. **Community Impact of Project:** Describe how the project will offer significant long term value to the community specifically in addressing the following program objectives (a-f):

   a) Preserve existing transportation assets
   This project would preserve the existing useful life of the asphalt surfacing by milling the wearing course of pavement and overlaying on select roadway. Damaged curb would be replaced to improve stormwater conveyance and aesthetic appeal. Implementation of this project will preserve the majority of the existing infrastructure by making minimal modifications to better serve the public transportation needs.

   b) Ensure safety of all users of the transportation system
   Traffic signals would be evaluated the need for push-button activation in order to implement leading pedestrian intervals which have shown to reduce crashes involving pedestrians. Leading pedestrian interval would allow the pedestrians to get a “head start” into entering the crosswalk with all four signalized approaches showing a red indication for vehicular traffic for 2-3 seconds while the activated pedestrian receives the “walk” designation. This safety feature is proposed only if the signal infrastructure includes pedestrian activated crosswalk in order to minimize vehicular driver frustration of an “all red” indication during the signal cycles with no pedestrian activity.

   c) Improve multi-modal transportation options such as walking, bicycling, and public transportation
   This project would evaluate and enhance multi-modal options by improving ADA ramp locations. Five of the six public transportation routes utilize the bus transit stop on Front Avenue between 5th Street and 7th Street. This project would assess the need for sidewalks at two locations that are presently not installed.

   d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities
   This project would increase the economic viability of the area by providing a street that accommodates all users. By providing a reliable transportation network for all modes of travel, development and redevelopment interest is maintained or expanded.

   e) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services
   This project supports existing business and the development of new business in downtown Bismarck by creating an atmosphere more conducive to pedestrian activity both during daytime work and evening social activity. This is accomplished by focusing more on multimodal forms of transportation.

3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process. Relevant excerpts from such documents are encouraged to attach with the application. Examples of publicly accepted/adopted plans might include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

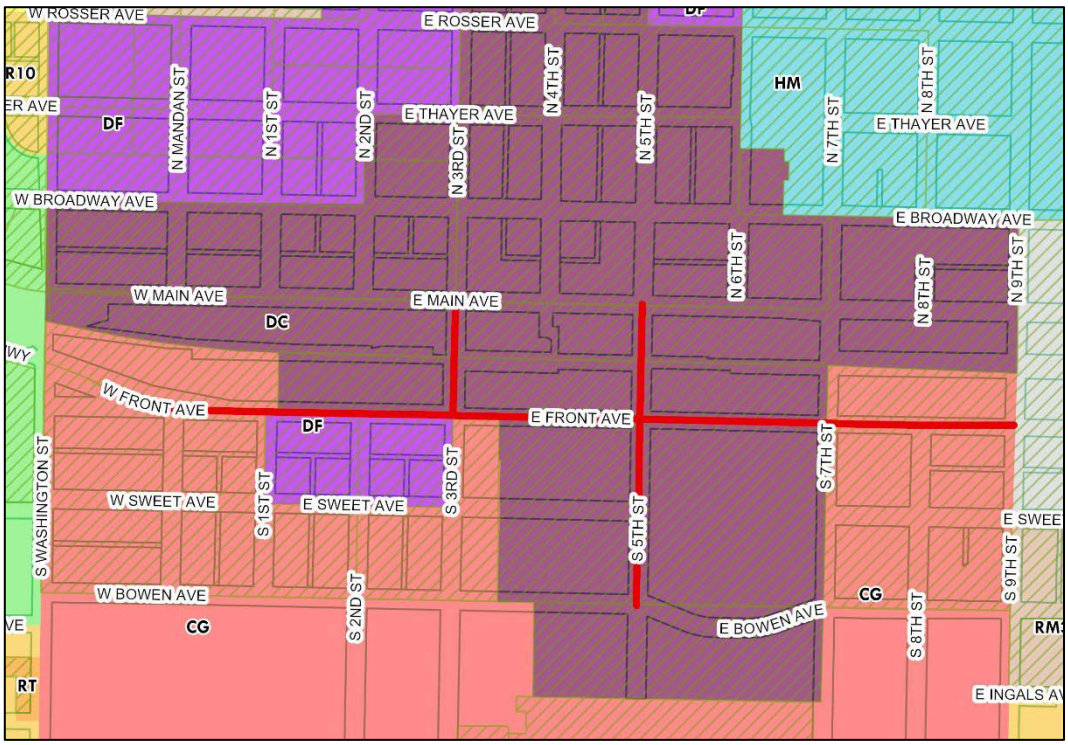
   This project was identified in the Downtown Bismarck Subarea plan to include traffic calming measures and provide for existing business and the development of new business in downtown Bismarck by creating an atmosphere more conducive to pedestrian activity both during daytime work and evening social activity.

   In August of 2019 the board of City Commissioners adopted the Downtown Streetscape Standards. The purpose of these standards was to enhance and preserve the quality of the public right of way in the downtown core and provide an attractive, coherent and safe experience

   Downtown Streetscape Standards Website:
   https://www.bismarcknd.gov/DocumentCenter/View/33761/Downtown-Streetscape-Standards_071119

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5” x 11” or 11” x 17” color map depicting project location in relation to urban core/CBD if applicable to the project type)

   This proposed project is near the southern fringe of the downtown core as shown on the map below. Improvements are currently being implemented in the downtown core that are being funded through previous urban grants. This project will continue expand the area to support the continued growth of the activities of the central business district. Investing transportation dollars into these roadways would provide a funding source that would lessen the costs to the adjacent property owners for these improvements.



5. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.

   The zoning is downtown core, downtown fringe and commercial for all of the properties within the project area. The land uses vary from event center, retail, office, and restaurants to mixed use residential and public. Maintaining a healthy level of service on the infrastructure within the downtown core, downtown fringe and hospital medical is essential to continuing the development and redevelopment potential in all of these properties. City pedestrian activity on subject corridors and the relationship of non-time limit parking just outside of this area as a generator of pedestrian activity into and out of these roadways throughout the day. Please see the attached letter of support from the Downtown Business Association of Bismarck for additional information.

Existing Conditions

(information requested in this section may not be appropriate for all project types)

Functional Classification of Roadway

Minor Arterials – Front Avenue, 3rd Street and 5th Street

Current AADT (including source)

Front Avenue – 4,800

3rd Street – 10,700

5th Street – 2,500

Source: NDDOT Interactive Map

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Forecasted AADT (including source)

Recently completed 2020-2045 MTP did not cite traffic growth on a corridor by corridor level but the 2045 transportation model did include a percentage of growth anticipated to occur within the community through 2045 to be absorbed by the traffic analysis zones located in the downtown area due to redevelopment.

Posted or Statutory Speed Limit

25 MPH

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

Majority of roadway widths are 40' or 48' face of curb to face of curb. Two-way traffic. Sidewalk widths are 6' with some areas only having sidewalks on one side of the street. Right of way width is 80'.

Pavement rating or condition

The pavement is in fair condition with the average Pavement Condition Index score of 66 in 2022. The pavement is projected to be in a degraded condition with an anticipated pavement condition index score of 60 in 2024, requiring a mill and overlay.

Year of Last Federal Investment at this Location

When was the current section built?

5th Street from Bowen Ave to Sweet Avenue – Reconstructed 2019

5th Street from Sweet Avenue to BNSF Railroad tracks – Reconstructed 1963

Front Avenue from Mandan Street to 3rd Street – Reconstructed 1958

Year last surfaced or received maintenance?

5th Street from Sweet Avenue to BNSF Railroad tracks – Mill and Overlay 2011

Front Avenue from Mandan Street to 3rd Street – Mill and Overlay 1999

Front Avenue from 3rd Street to 9th Street – Mill and Overlay 2011

Lighting

In Place

Crash Rate or Number of Crashes?

Since 2010 there has been approximately 780 crashes within the project area, of those 78% of crashers resulted in property damage only, 56% of the crashes were intersection related and 76% of crashes were rear ends or angles.

Other Known Safety Concerns?

There was one pedestrian fatality that took place at the railroad crossing in 2021 on 5th Street. There is a quiet rail system with pedestrian arms in place. This system was working properly at the time of the incident.

Intersections (how many, type, control, etc.)

There are 12 intersections in total within the project area. Traffic signal are in place on Front Avenue at 3rd Street, 5th Street, 7th Street and 9th Street as well as on Main Avenue at 3rd Street and 5th Street. The intersection of 5th Street and Bowen Avenue is all-way stop controlled. All other intersection are stop controlled

Is parking allowed and what type?

Yes, parallel parking at select locations

Are there any bridges, box culverts, etc. within the project corridor?

No

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What is the condition of the existing sanitary sewer, storm sewer, and water lines?

Underground infrastructure for storm and sanitary sewer is in good condition at this time. The watermain on Front Ave and 5th Street is in need of replacement.

Are there any Access points to adjoining property that present a special concern?

No

Bicycle/Pedestrian, and Public Transportation Accommodations (Sidewalk, shared use paths, bicycle lanes)?

6' minimum width sidewalks are in place throughout the project area. There are two locations on Front Avenue where the sidewalk is only on one side of the street.

Is there an existing transit or other public transportation facility located within the project limits?

Yes, on Front Avenue between 5th Street and 7th Street.

Do any school buses, transit buses, other multi-modal vehicles, etc. use this route?

Yes, transit routes utilize all streets within the project limits.

Does a RRX or RR facility exist within the project limits?

Yes, there are quiet zone at grade crossings of BNSF railroad located on 3rd Street and 5th Street between Main Avenue and Front Avenue

Other existing conditions that are not listed identified above?

None at this time

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

This project proposes a mill and overlay on Front Ave from Mandan Street to 9th Street and 5th Street from Sweet Ave to the railroad tracks. Installation of permanent pavement markings, upgrade ADA ramps and select watermain replacement is also proposed for these streets.

Pedestrian curb extensions would be considered at the intersection of 5th Street and Sweet Avenue.

Pedestrian lighting would be considered on Front Ave from 3rd Street to 7th Street, 5th Street from Bowen Ave to railroad tracks and 3rd Street from Front Avenue to railroad tracks.

Proposed Length

5,115 feet (0.97 miles)

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

No change to existing cross section

Proposed Surfacing Type

Asphalt, no change

Proposed Lighting, if applicable

Installation of pedestrian lighting on Front Avenue from 3rd Street to 7th Street, 3rd Street from Front Avenue to BNSF Railroad and 5th Street from Bowen Avenue to BNSF Railroad.

Proposed Traffic Control changes

None

Proposed Safety Improvements

Should any of the existing traffic signals be unwarranted and the signal is removed, pedestrian

crossings at the intersection would be addressed. At the intersections where, near miss interactions between pedestrians and vehicular traffic is occurring, the implementation of leading pedestrian intervals could be considered to give more of an advantage to pedestrians by allowing pedestrian extra crossing time before cars can go. Intersections will be evaluated to determine if curb extensions could be installed.

Proposed Intersection Improvements

Consideration for high visibility crosswalks and curb extensions.

Proposed Traffic Calming Measures

Pedestrian curb extensions included at select intersections.

Will parking be allowed and type?

Yes, exiting parallel parking will remain. No additional parking will be added to the project area.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

No

Will any private utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project or potentially in the recent future (identify year)? Have private utilities been coordinated with?

The City watermain on Front Avenue and 5th Street will be replaced. There are no known issues of private utility at this time.

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

No

Will a Sidewalk or shared use path be installed or replaced?

Sidewalk gaps along Front Avenue will be installed

What ADA improvements will need to be made on this project?

Installation of tactile truncated dome panels at pedestrian crossings.

Do any special accommodations need to be made for school buses, public transportation, other multi-modal vehicles, etc. on this route?

Consideration for transit routes and bus transit stops will be looked into during the construction of the project.

Proposed Railroad Crossing Work

No.

Other Proposed Improvements

Click here to enter text.

Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

Yes, portions of some the streets lie within the Downtown Bismarck Historic District. Within the district are many buildings list as individually eligible/contributing structures. Project improvements would not require right of way or impact any existing building and there are no contributing historical elements within the right of way itself.

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Lakes, waterways, floodplains Wetland
No

Stormwater management
No

Hazardous materials sites
No

Hazardous materials on existing structure
No

Upland habitat
No

Endangered/threatened/migratory species
No

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)
No

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)
No

Through/adjacent to tribal land
No

Additional comments on Environmental/Cultural Issues section
Click here to enter text.

Miscellaneous Issues of Proposed Improvements

Construction Restrictions *(migratory bird, local events, etc.)*
No

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)
No

Proposed Traffic Control during Construction
Maintain traffic on roadway. Detour used at times or restriction to one-way during phasing.

Ineligible Project Items
City watermian replacement

Additional comments on Miscellaneous Issues section
Click here to enter text.

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

Item	Total	Federal	State	Local
Engineering (In House)	239,600			239,600
Watermain Replacement	559,900			559,900
Construction of Project (2024)	1,836,100	1,468,880		367,220
Totals	2,635,600	1,468,880		1,166,720

What is the source of the local funds?

Sales tax and/or special assessments.

City of Bismarck
Engineering Department
NDDOT Grant Support

September 28, 2021
Mark Berg, Gabe Schell, City of Bismarck elected officials & NDDOT

I'm writing to express support for Bismarck's current NDDOT Urban Grant Program application for Downtown Bismarck related projects. Our organizations represent over 200 businesses with nearly 9,000 employees, we also advocate for the largest and densest employment center in Bismarck located Downtown.

Smart Efficient Infrastructure: Bismarck's pursuit of infill projects has led to more than $150 million dollars in returned taxable valuation on existing infrastructure, generating wealth for the community. As the downtown continues to grow and intensify in use, these NDDOT Urban Road Grant applications would support the highest value per acre areas in our community. We are writing to give support for the following:

- *7th Street –Front Avenue to Broadway Avenue and 9th Street – Front Avenue to Main Avenue Concrete Pavement Repair*
- *Additional matching funds for the downtown street pavement rehabilitation – Rosser Avenue, 3rd Street to 7th Street and 3rd Street, Rosser Avenue to Main 9 Avenue.*
- *Front Avenue/5th Street improvements*

As always, we want to touch briefly on the return on investment for road improvements in Downtown Bismarck. When done with all modes of transportation and pedestrians in mind, we can see a very positive ROI. Improvement's like our Main Ave Road Diet, Quiet Rail Zone, Chancellor Square Reconfiguration, and our 5th St Demonstration Project have produced positive returns including:

- Increase in private commercial activity (based on permit applications)
- Increase in pedestrian activity
- New housing units
- Safer intersections and roadways
- Improved pedestrian environment and experience
- Continued increase in property valuation

We will continue to work with our partners at the City of Bismarck and NDDOT to help further this application in any way. Thank you for your consideration.

Sincerely,

Kate Herzog, President & COO
Downtown Bismarck Community Foundation 501c3 &

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EXHIBIT L

Urban Grant Program Application

Coversheet

LPA
Bismarck

Contact Person
Gabe Schell

Title
City Engineer

Address
221 N 5th Street, Bismarck, ND

Telephone
701-355-1505

Email
gschell@bismarcknd.gov

Project Name
West CBD- Pavement Upgrade

LPA Applicant Signature (Highest Elected Official)

_____
Steve Bakken, President of the Board of City Commissioners

NDDOT District Engineer Signature if project is located on/impacts a State Highway

_____

Date Submitted
10/15/2021

Application Attachment Checklist (check all that have been attached)

☐Relevant excerpts from adopted plans ☐Map(s) depicting project location ☐Cross Section of Roadway/facility

☐Pictures, Graphics, and/or other visual aids ☐Relevant supporting data

☐Other Attachments (describe)
Click here to enter text.

Information in this Box is for NDDOT to Complete

Date Received_____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?
Yes☐ No☐

General Project Information

Project Description (including location and scope of work for which funding is requested)

Project consists of improvements to downtown Bismarck primarily on N 3rd St and E Rosser Avenue bounded by Main Avenue on the south, Rosser Avenue on the north, 3rd Street on the west and 7th Street on the east. Project scope includes mill and overlay, curb and gutter repairs, sidewalk repairs, ADA ramp upgrades, plastic pavement marking, roadway and pedestrian lighting upgrades, street trees and landscaping improvements modifications of traffic signals for implementing leading pedestrian intervals, and signage.

Construction Limits: 3rd St from Main Ave to Rosser Ave, Rosser Ave from 3rd St to7th St, 4th St from Rosser Ave to Thayer Ave, 5th St from Rosser Ave to Thayer Ave, Broadway Ave from 3rd St to 4th St. and Broadway Ave from 6th Street to 7th St.

Environmental Area: 3rd St from Main Ave to Rosser Ave, Rosser Ave from 3rd St to7th St, 4th St from Rosser Ave to Thayer Ave, 5th St from Rosser Ave to Thayer Ave, Broadway Ave from 3rd St to 4th St. and Broadway Ave from 6th Street to 7th St.

This project was selected for partial funding in spring of 2021. The City of Bismarck accepted $786,313 in federal funding in spring of 2021 but respectfully requests additional consideration for fulling funding the original $1,450,000 grant request.



Total Project Cost

$1,804,00

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

$656,887 in new funding is requested to be combined with $786,313 in previously awarded funds for a total match of $1,443,200 representing 80% of the total project cost

Competitive Criteria

1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project that are part of the overall project or other planned projects that may compliment this project. Documentation of information to support the need such as relevant data, existing and if appropriate projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.

The primary component of the project is a mill and overlay of the roadway. The proposed work would repair the distressed wearing course and would restore the useful life of the previously invested infrastructure through increased load carrying capacity. 3rd Street and Rosser Avenue are functionally classified as minor arterials and provide north/south and east/west connectivity into and out of the CBD. Broadway Avenue, 4th Street and 5th Street are functionally classified as collector roadways within the project area. 3rd Street N with its quiet zone at-grade crossing of BNSF railroad provides interconnectivity for all modes of transportation from downtown Bismarck to land uses south of the railroad tracks. The project would also revise/improve any non-compliant pedestrian crossing to meet ADA requirements. Select traffic signals would modified to include push-button activation in order to implement leading pedestrian intervals which have shown to reduce pedestrian/vehicle crashes. The existing lighting along 3rd Street between Broadway Ave and Rosser Ave would be improved and would expand the existing pedestrian lighting system to include 3rd Street.

2. **Community Impact of Project:** Describe how the project will offer significant long-term value to the community specifically in addressing the following program objectives (a-f):

   a) Preserve existing transportation assets
   This project would preserve the existing useful life of the asphalt surfacing by milling the wearing course of pavement and overlaying roadway. Damaged curb would be replaced to improve stormwater conveyance and aesthetic appeal. The existing boulevard trees would be maintained and opportunities for replanting empty tree wells would be included. Implementation of this project will preserve the majority of the existing infrastructure by making minimal modifications to better serve the public transportation needs.

   b) Ensure safety of all users of the transportation system
   Unwarranted traffic signals would be removed and the proposed improvements to the ADA ramps would be located at areas closer to the stopping location of vehicles to improve visibility of the pedestrian in the cross walk. Where traffic signals are no longer warranted and are to be removed, pedestrian crossing improvements would be made such as curb extensions and/or pushbutton actuated Rectangular Rapid Flashing Beacons. Traffic signals would include push-button activation in order to implement leading pedestrian intervals which have shown to reduce crashes involving pedestrians. Leading pedestrian interval would allow the pedestrians to get a “head start” into entering the crosswalk with all four signalized approaches showing a red indication for vehicular traffic for 2-3 seconds while the activated pedestrian receives the “walk” designation. This safety feature is proposed only if the signal infrastructure includes pedestrian activated crosswalk in order to minimize vehicular driver frustration of an “all red” indication during the signal cycles with no pedestrian activity.

   c) Improve multi-modal transportation options such as walking, bicycling, and public transportation
   This project would evaluate and enhance multi-modal options by improving ADA ramp locations and realigning curbs to better delineate pedestrian spaces. Public transportation Black and Red Routes utilize

5th Street through the project area with service to the City/County Building and County Courthouse among other locations.

d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities

This project would increase the economic viability of the area by providing a street that accommodates all users. This is an area which has hosted community and economic events such as the Downtown Street Fair that promotes economic activity at both the street vendor as well as the store front level. By providing a reliable transportation network for all modes of travel, development and redevelopment interest is maintained or expanded.

e) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services

This project supports existing business and the development of new business in downtown Bismarck by creating an atmosphere more conducive to pedestrian activity both during daytime work and evening social activity. This is accomplished by focusing more on multimodal forms of transportation.

There is adequate utility servicing from water and sanitary sewer and no rehabilitation of those facilities is anticipated as part of this project.

3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process. Relevant excerpts from such documents are encouraged to attach with the application. Examples of publicly accepted/adopted plans might include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

   This project was identified in the Downtown Bismarck Subarea plan to include traffic calming measures and provide for existing business and the development of new business in downtown Bismarck by creating an atmosphere more conducive to pedestrian activity both during daytime work and evening social activity.

   In August of 2019 the board of City Commissioners adopted the Downtown Streetscape Standards. The purpose of these standards was to enhance and preserve the quality of the public right of way in the downtown core and provide an attractive, coherent and safe experience. The streets of the downtown core serve as an open space for public gatherings and festivals as well carrying traffic.



"What attracts people most, it would appear, is other people."
-William Whyte

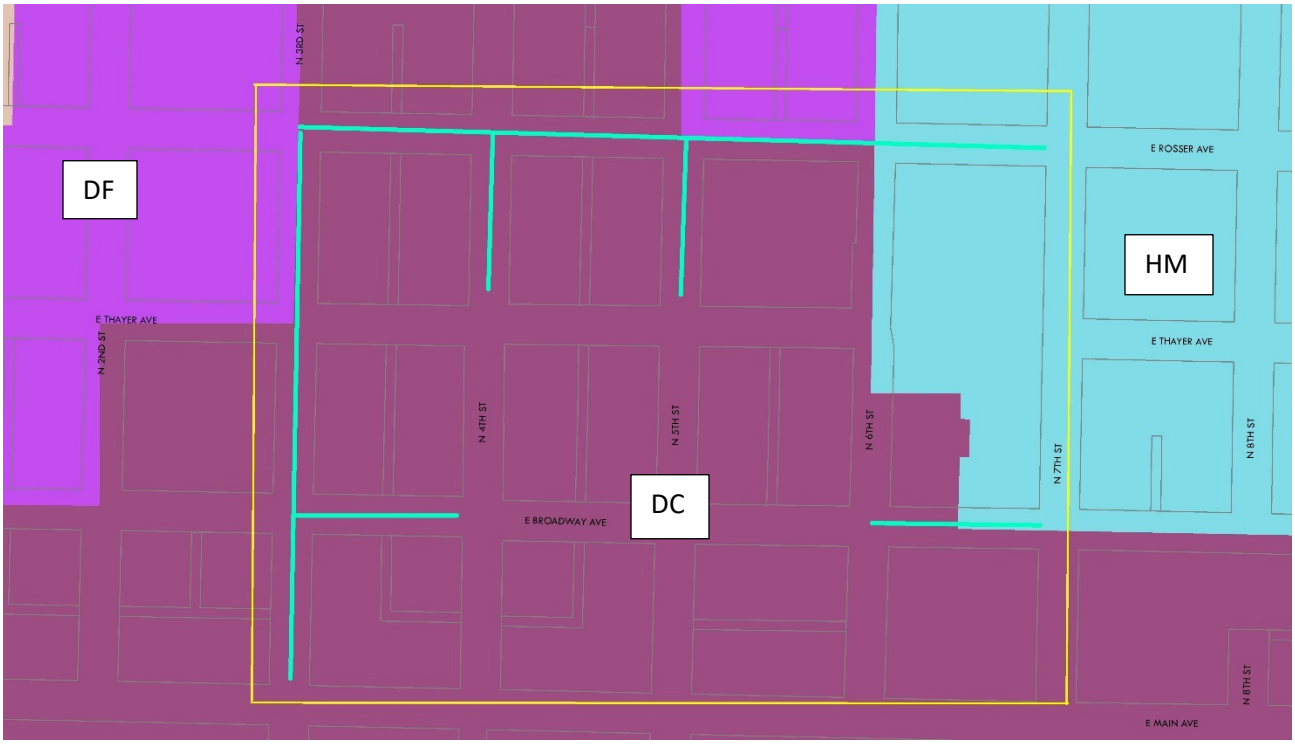
"Streets and their sidewalks, the public places of a city, are its most vital organs."
-Jane Jacobs



Downtown Streetscape Standards Website:

https://www.bismarcknd.gov/DocumentCenter/View/33761/Downtown-Streetscape-Standards_071119

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5" x 11" or 11" x 17" color map depicting project location in relation to urban core/CBD if applicable to the project type). This proposed project is near the north and west fringe of the downtown core as shown on the map below. Improvements are currently being implemented in the downtown core that are being funded through previous urban grants. This project will continue expand the area to support the continued growth of the activities of the central business district. Investing transportation dollars into these roadways would provide a funding source that would lessen the costs to the adjacent property owners for these improvements.



DC = Downtown Core DF = Downtown Fringe HM = Medical

5. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.

   The zoning is downtown core, downtown fringe and Hospital medical for all of the properties within the project area. The land uses vary from medical, retail, office, and restaurants to mixed use residential and public. Maintaining a healthy level of service on the infrastructure within the downtown core, downtown fringe and hospital medical is essential to continuing the development and redevelopment potential in all of these properties. City pedestrian activity on subject corridors and the relationship of non-time limit parking just outside of this area as a generator of pedestrian activity into and out of these roadways throughout the day. Please see the attached letter of support from the Downtown Business Association of Bismarck for additional information.

Existing Conditions
(information requested in this section may not be appropriate for all project types)

Functional Classification of Roadway

Minor Arterial – 3rd Street and Rosser Avenue

Collectors – Broadway Avenue, 4th Street and 5th Street

Current AADT (including source)

3rd Street – 8585 ADT (2019)

Rosser Avenue – 7895 ADT (2019)

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Thayer Avenue – 2500 ADT (2019)

Broadway Avenue – 2755 ADT (2019)

4th Street – 3200 ADT (2018 Miovision)

5th Street – 4400 ADT (2019)

Source: NDDOT Interactive Map

Forecasted AADT (including source)

Recently completed 2020-2045 MTP did not cite traffic growth on a corridor by corridor level but the 2045 transportation model did include a percentage of growth anticipated to occur within the community through 2045 to be absorbed by the traffic analysis zones located in the downtown area due to redevelopment.

Posted or Statutory Speed Limit

25 MPH

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

Majority of roadway widths 48' face of curb to face of curb. Two-way traffic. Sidewalk widths vary from 6' to as wide as 16' in areas. Right of way width is 80'.

Pavement rating or condition

The pavement is in fair condition with the average Pavement Condition Index score of 71 in 2020. The pavement is projected to be in a degraded condition with an anticipated pavement condition index score of 63 in 2023, requiring a mill and overlay.

Year of Last Federal Investment at this Location

1978

When was the current section built?

3rd Street - Reconstruction 1978, Mill and overlay 2008

Rosser Avenue – Reconstruction 1978, Mill and overlay 2007

Year last surfaced or received maintenance?

3rd Street - Mill and overlay 2008

Rosser Avenue – Mill and overlay 2007

Lighting

In place

Crash Rate or Number of Crashes?

Crashes occurring in the last 10 years with in the projects are mainly property damage type collisions. Two crashes did occur involving bicycles along Rosser Avenue which is marked as a "Share the Road" bicycle facility.

Other Known Safety Concerns?

A number of near misses are reported at the intersection of 6th street and Rosser Avenue by Sanford employees crossing Rosser Avenue.

Intersections (how many, type, control, etc.)

Total of 6 intersections, Traffic signals are in place on Rosser Avenue at 3rd, 4th, 5th, and 6th Street and on Thayer Avenue and Broadway along 3rd Street.

Is parking allowed and what type?

Yes, parallel parking on all roadways

Are there any bridges, box culverts, etc. within the project corridor?

118

None

What is the condition of the existing sanitary sewer, storm sewer, and water lines?

Underground infrastructure in good repair at this time, watermain improvements 2020

Are there any Access points to adjoining property that present a special concern?

None

Bicycle/Pedestrian, and Public Transportation Accommodations (Sidewalk, shared use paths, bicycle lanes)?

Sidewalks on both sides of all streets.

Is there an existing transit or other public transportation facility located within the project limits?

Blue Transit Routes utilize 3rd Street and include stops on demand for users of the system.

Do any school buses, transit buses, other multi-modal vehicles, etc. use this route?

Blue transit route operates on 3rd Street from Main Avenue to Rosser Avenue

Does a RRX or RR facility exist within the project limits?

No, but there are quiet zone at-grade crossings of BNSF railroad located south of the project on 3rd Street and 5th Street.

Other existing conditions that are not listed identified above?

None at this time.

Proposed Improvements
(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

Mill & Overlay (HBP), Installation of permanent pavement markings, upgrade street lighting and Upgrade ADA ramps, and aesthetic improvements.

Proposed Length

2630'/0.50 mi.

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

No Change, all work will be performed within the

Proposed Surfacing Type

HBP, No Change

Proposed Lighting, if applicable

Convert fixtures to LED. On 3rd Street from Rosser Avenue to Broadway install pedestrian lighting.

Proposed Traffic Control changes

Remove unwarranted Traffic Signals

Proposed Safety Improvements

Should any of the existing traffic signals be unwarranted and the signal is removed, pedestrians crossing at the intersection would be addressed by installing pedestrian actuated flashing beacon system. At the intersections where, near miss interactions between pedestrians and vehicular traffic is occurring, the implementation of leading pedestrian intervals could be considered to give more of an advantage to pedestrians by allowing pedestrians extra crossing time before cars can go. signal.

Proposed Intersection Improvements

ADA ramp and stop bar proposed to move to create a "tighter" intersection that would increase pedestrian visibility. Consideration for high visibility crosswalks.

Proposed Traffic Calming Measures

Pedestrian curb extensions included at select intersections currently without extensions.

Will parking be allowed and type?

Yes. Parallel

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

No

Will any private utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project or potentially in the recent future (identify year)? Have private utilities been coordinated with?

Spot repairs on water and sanitary sewer.

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

No

Will a Sidewalk or shared use path be installed or replaced?

120

No, sidewalks in place, some repairs

What ADA improvements will need to be made on this project?

Installation of Tactile truncated dome panels at pedestrian crossings. Moving locations of ADA ramps to provide increased visibility to pedestrians.

Do any special accommodations need to be made for school buses, public transportation, other multi-modal vehicles, etc. on this route?

Consideration for transit route on 3rd Street and how detour during construction may impact route.

Proposed Railroad Crossing Work

No

Other Proposed Improvements

Click here to enter text.

Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

Yes, portions of some the streets lie within the Downtown Bismarck Historic District. Within the district are many buildings list as individually eligible/contributing structures. Project improvements would not require right of way or impact any existing building and there are no contributing historical elements within the right of way itself.

Lakes, waterways, floodplains Wetland

No

Stormwater management

No

Hazardous materials sites

No

Hazardous materials on existing structure

No

Upland habitat

No

Endangered/threatened/migratory species

No

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

No

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

No

Through/adjacent to tribal land

No

Additional comments on Environmental/Cultural Issues section

Click here to enter text.

Miscellaneous Issues of Proposed Improvements

Construction Restrictions *(migratory bird, local events, etc.)*

Downtown Street Fair in September

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

No right of way acquisition required.

Proposed Traffic Control during Construction

Maintain traffic on roadway. Detours used at times or restriction to one-way traffic during phasing.

Ineligible Project Items

None

Additional comments on Miscellaneous Issues section

Click here to enter text.

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

Item	Total	Federal	State	Local
Preliminary Engineering (In House)	108,400	0	0	108,400
Construction Engineering (In house)	0	0	0	0
Construction of Project (2024)	1,804,000	1,443,200	0	360,800
Utilities	0			
Bridge	0	0	0	0
Right of Way	0	0	0	0
Totals	1,912,000	1,443,200		469,200

What is the source of the local funds?

Sales Tax and/or special assessments.

City of Bismarck
Engineering Department
NDDOT Grant Support

September 11, 2020

Mark Berg, Gabe Schell, City of Bismarck elected officials & NDDOT

I'm writing to express support for Bismarck's current NDDOT Urban Grant Program for Downtown Bismarck. Our organizations represent over 200 businesses with nearly 9,000 employees, we also advocate for the largest and densest employment center in Bismarck located Downtown.

This project application is targeted near a growing and emerging portion of our west Downtown commercial district. This is an area that was originally more industrial and has over the last two decades turned more commercial and within the last 5 years more mixed-used. Mixed use development is the key to sustainable growth in Downtown Bismarck and making infrastructure improvements that target pedestrians as well as vehicles produces a stronger ROI. Furthermore, portions of this area in the Downtown Fringe are now parking exempt and open up more opportunities for private development.

I again want to touch briefly on the return on investment for road improvements in Downtown Bismarck. When done with all modes of transportation and pedestrians in mind, we can see a very positive ROI. Improvement's like our Main Ave Road Diet, Quiet Rail Zone, Chancellor Square Reconfiguration, and our 5th St Demonstration Project have produced positive returns including:

- Increase in private commercial activity (based on permit applications)
- Increase in pedestrian activity
- New housing units
- Safer intersections and roadways
- Improved pedestrian environment and experience
- Continued increase in property valuation

We will continue to work with our partners at the City of Bismarck and NDDOT to help further this application in any way. Thank you for your consideration.

Sincerely,

Kate Herzog, President & COO
Downtown Bismarck Community Foundation 501c3 &
Downtown Business Association of Bismarck 501c6

Urban Grant Program Application

Coversheet

LPA
City of Mandan

Contact Person
Justin Froseth

Title
Planning and Engineering Director

Address
205 2nd Avenue Northwest

Telephone
701-667-3227

Email
jfroseth@cityofmandan.com

Project Name
1st Street and Avenues Reconstruct (Phase 1)

LPA Applicant Signature (Highest Elected Official)

_____ Tim Helbling, Mayor

NDDOT District Engineer Signature if project is located on/impacts a State Highway

_____

Date Submitted: 10/15/2021

Application Attachment Checklist (check all that have been attached)

☒Relevant excerpts from adopted plans ☒Map(s) depicting project location ☒Cross Section of Roadway/facility

☒Pictures, Graphics, and/or other visual aids ☒Relevant supporting data

☐Other Attachments (describe)
Click here to enter text.

Information in this Box is for NDDOT to Complete

Date Received_____

Is this Project Title 23 Code of Federal Regulation Eligible including location on a federal aid route?
Yes☐ No☐

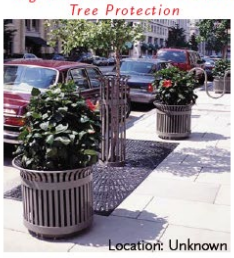
General Project Information

Project Description (including location and scope of work for which funding is requested)

The primary goal and objective of this project is to reconstruct 1st Street NW and several Avenues in the core downtown area of Mandan (see map in Section 4 below). The entire project will be designed as soon as funding is available, but construction is intended to occur in two phases in order to utilize Urban Grant Program (UGP) funding in consecutive years. Based on preliminary cost estimates already completed for the entire project, anticipated specific locations of the first phase include 1st Street NW from Collins Avenue to 6th Avenue NW; anticipated specific locations of the second phase include 2nd, 3rd, 4th, and 5th Avenues from Main Street to 2nd Street NW. The final construction phasing may change, depending on the amount of grant funds awarded as well as confirmation of how each phase should be split after completing final design. Per UGP Policy, City of Mandan (City) will ensure final construction phasing has stand-alone or independent utility and does not require the completion of other phase(s) to meet the project's intended purpose or function. Another UGP Application for the second phase will be submitted next year.

A full reconstruct is needed as opposed to a less intense project such as a mill and overlay because, 1) the condition is such that a mill and overlay would not be sufficient, 2) there are poor curb and gutter and sidewalk conditions, and 3) there is a need to replace old watermain under these avenues. The project will reconstruct these streets with beautification elements integrated throughout. We plan to incorporate examples highlighted in the Downtown Subarea Study that will work best for our streets and avenues when we get to the detailed design. Examples of items we would look to incorporate include Figures 221 through 227 of the Study as shown below.

Figure 221: Planter and Street Tree Protection



Location: Unknown

Figure 222: Portable Planter Boxes



Location: Crested Butte, CO

Figure 223: Decorative Light Fixture



Location: Rapid City, SD

Figure 224: Curb Extension and Planter Box



Location: Concordia, KS

Figure 225: Benches and Trash Receptacles



Location: Omaha, NE

Figure 226: Benches and Trash Receptacles



Location: Rapid City, SD

Figure 227: Bike Racks and Trash Receptacles



Location: Boulder, CO

As a demonstration of its commitment to the project as a priority, the City has already expended more than $178,000 of local funds to-date by hiring KLJ Engineering to complete design and boundary surveys, preliminary environmental, data collection, preliminary engineering and detailed cost analyses. This work occurred between January-November 2020; however, these tasks are currently postponed due to lack of funding.

Total Project Cost

The Phase 1 estimate is $6,700,288 while the total project estimate is $12,297,480. Both of these figures represent the total project, including non-participating costs. Refer to the Cost Estimate section below for more detailed information.

Amount of Grant Funds Requested (cannot exceed 80% of total project cost)

$4,850,390 (represents 80% of Phase 1 participating costs)

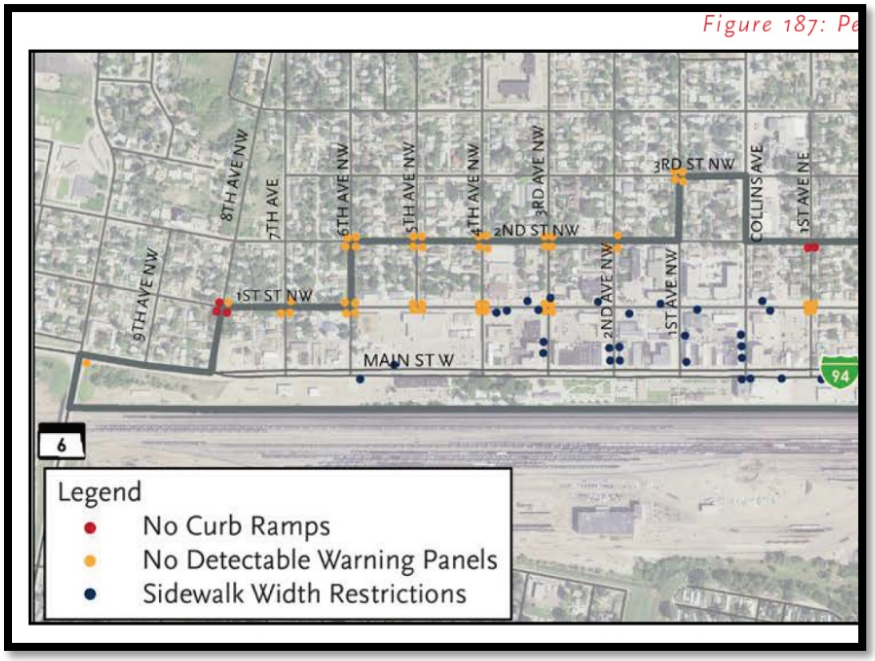
Competitive Criteria

1. **Community Need for Project:** Explain why the project is needed including appropriate detail. Include any 100% locally funded components of the project that are part of the overall project or other planned projects that may compliment this project. Documentation of information to support the need such as relevant data, existing and if appropriate projected conditions, and any related analysis through studies or reports would be appropriate to identify in this section. Attachments such as but not limited to: maps, pictures, other graphics; and supporting data demonstrating the need for the project is encouraged.

   The City, in partnership with the Bismarck-Mandan Metropolitan Planning Organization (BMMPO), recently completed the Downtown Subarea Study (Study), led by KLJ, in late 2016. From that Study, many existing problems had been discussed as expressed by steering committee members. City staff had three actively engaged representatives that participated in the Study's steering committee and continue in that ad hoc capacity today by participating in beautification discussions regarding the downtown area. Some prevalent comments from these meetings, which have also been expressed since the Study was completed, are:

   a. Poor pavement conditions of avenues in the core downtown area.
   b. Poor sidewalk conditions of avenues in the core downtown area. There are many examples of non-conformance with ADA requirements, as illustrated in Figure 187 on the following page, pulled from the Downtown Subarea Study draft plan.
   c. Unsightly downtown infrastructure (streets and sidewalks), as illustrated in the pictures on the following page.
   d. Request have been made for the possibility of using Avenue Sidewalks for patron seating areas if infrastructure improvements are made.

   With the above concerns in mind, coupled with a desire to make Mandan's core downtown area more walkable and patron friendly, the Downtown Subarea Study team provided ideas to revitalize downtown avenues. Though the ideas for the avenues were not developed to the level of detail our primary corridors (Main Street and 1st Street) were, the Study did bring forward ideas with a welcoming environment in mind to revitalize and make the core downtown area more patron friendly.

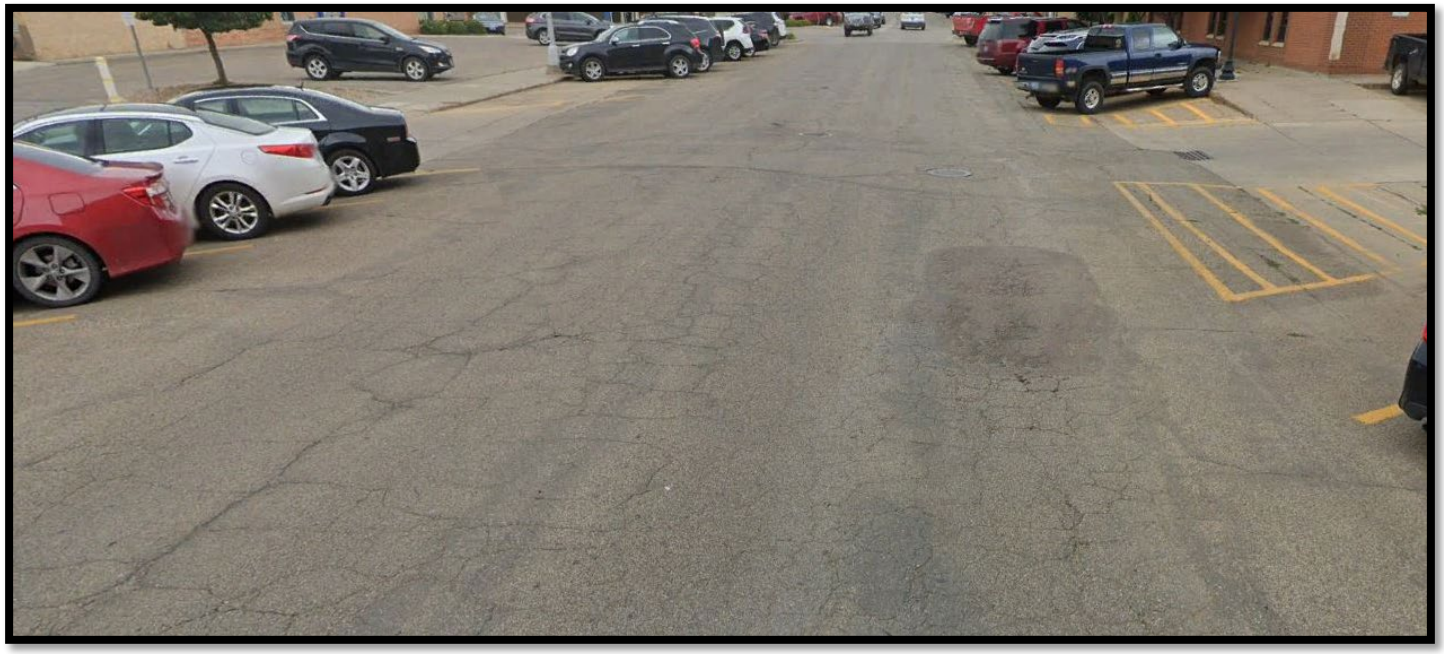


Addressing the condition of the road segments targeted for this project, pavement condition studies done in both 2012 and 2016 show predominately poor conditions for these segments.

Below is 1st Street NW between 1st and 2nd Avenue looking east to 1st Avenue.



Below is 1st Street NW between 1st and 2nd Avenue looking west to 2nd Avenue.



Below is 1st Street NW between 2nd and 3rd Avenue looking east to 2nd Avenue.



Below is 1st Street NW between 3rd and 4th Avenue looking west to 4th Avenue.



Below is 1st Street NW between 4th and 5th Avenue looking east to 4th Avenue.



All images shown above in this section are Google Earth street view screenshots from August 2019.

Below is 2nd Avenue NW just north of Main Street looking south to Main. Taken December of 2017.



Below is 2nd Avenue NW between 1st and 2nd Street looking south to 1st Street. Taken December of 2017.



Below is 4th Avenue NW between Main Street and 1st Street looking north towards 1st Street. Taken December of 2017.



2. **Community Impact of Project:** Describe how the project will offer significant long term value to the community specifically in addressing the following program objectives (a-f):

a) Preserve existing transportation assets

This project will reconstruct existing core downtown streets and avenues. Streets are some of our most valuable assets in the community as they accommodate all modes of transportation in the core of the city.

b) Ensure safety of all users of the transportation system

We will improve deficiencies in our sidewalk system for all reconstructed streets, especially ADA non-conformance. We will explore the widening of sidewalks during preliminary design to see if that would be the best approach for the city, while balancing roadway needs. We are not calling for drastic changes to vehicle operation on the avenues with this plan. The Study did develop an alternative on 1st Street that called for reverse angle parking. We will explore that in preliminary design with the possibility of implementing along 1st Street, perhaps in a couple block segment as a trial run. Staff acknowledges safety benefits to reverse angle parking, especially as it relates to bicycles sharing the roadway. However, we do not presently have community buy-in for this idea.

c) Improve multi-modal transportation options such as walking, bicycling, and public transportation

The improved safety and aesthetics of this project will greatly improve the walkability of downtown Mandan. As a result of improved walkability, we hope these changes will promote more people that rely on public transportation to frequent downtown Mandan more often.

d) Enhance the economic vitality of the area by providing transportation assets that support: revitalization efforts; development of vacant or underutilized parcels within existing urban areas; and/or redevelopment of established portions of communities

This project will have a very positive effect on revitalizing downtown Mandan. This goes back to the improved walkability of the area. In addition to the City's improvements outlined in this application, a barbeque restaurant, brewery, German-inspired beer hall, craft cocktail bar have all committed to Main Street in this core downtown area since this Study was started. The City has purchased property that sat vacant for years between 4th and 6th Avenues just north of Main. The City is actively working with the private sector to bring the best use to that property.

e) Support economically sustainable growth, lessening the need for outward expansion of community transportation infrastructure and associated services

In the heart of downtown Mandan, this project will make downtown Mandan more walkable, and the anticipation is that these improvements will help drive more commercial investment in downtown Mandan resulting in a decreased need for that investment to expand to the fringes of the city.

3. **Consistency with an LPA Associated Plan:** Document linkage between the proposed project and a publicly accepted/adopted plan(s) and/or public involvement process. Clear linkage should be demonstrated between the proposed project and the associated public acceptance/support which would include documenting the reference(s) in the plan and/or public involvement process. Relevant excerpts from such documents are encouraged to attach with the application. Examples of publicly accepted/adopted plans might include but are not limited to: Community Comprehensive Plan; Downtown Master Plan; Neighborhood/Subarea/Corridor Plan; Bicycle/Pedestrian Plan; Housing Plan; Long Range Transportation Plan; Transit Development Plan; and/or Renaissance Zone Plan. A stand-alone public involvement process which demonstrates community support for the specific project is also acceptable and should be documented in the application.

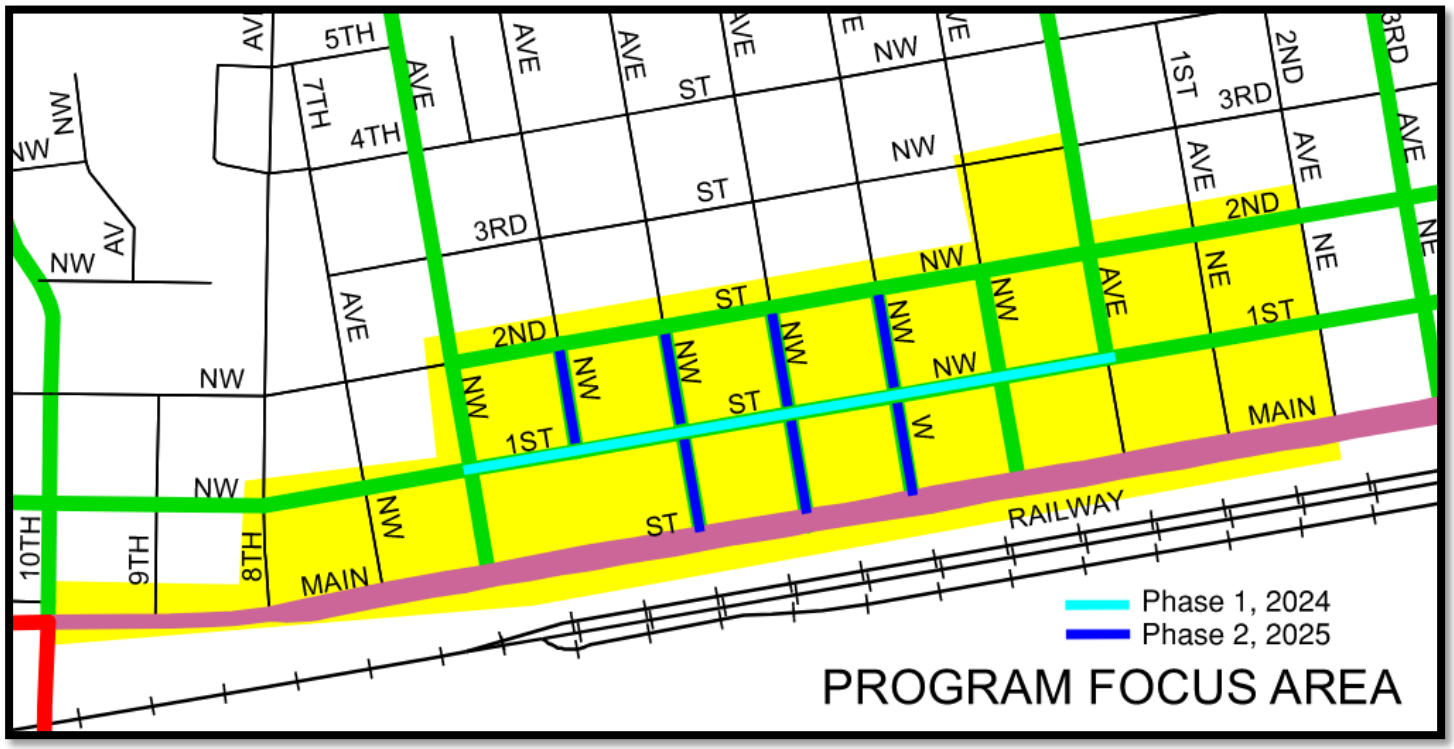
   This project is inspired by the Mandan Downtown Subarea Study. The Study was led by the BMMPO in partnership with the City. The consultant expert for this effort is KLJ. The Study received final approval from both the City Commission and the Metropolitan Planning Organization Policy Board. More information may be found by clicking either of the following links:

   https://www.bismarcknd.gov/DocumentCenter/View/31642/Downtown_Mandan_Subarea_Study_Final_Report

   https://www.kljeng.com/featured-projects/downtown-mandan-subarea-study

4. **Project Support of Urban Core/Central Business District:** Projects which directly support the urban core/central business district (CBD) will be given preferential consideration. Identify the project location and how it will support the urban core/CBD. (Attach 8.5" x 11" or 11" x 17" color map depicting project location in relation to urban core/CBD if applicable to the project type)

   This project is in the heart of downtown Mandan. Below is a map depicting the project location as it relates to the map furnished by the DOT for the Urban Grant Program. The project location for what is anticipated to be Phase 1 is shown in light blue, while anticipated Phase 2 is shown in dark blue.



5. **Projects that Maximize the Return on Investment from Public Funds:** Projects which can demonstrate a positive private return on investment of public funds will be given preferential consideration. Examples of this may include but not be limited to increased retail sales, new jobs, and/or new dwelling units anticipated as a direct result of the proposed project.

   The City has already laid some groundwork in revitalizing downtown Mandan. Examples include the investments incentive programs such as the restaurant sales tax incentive and the Renascence Zone building improvements program. More recently, the City purchased the property between 4th and 6th Avenues NW, just north of Main Street, and is working on private/public partnerships in order to redevelop that area for the benefit of the entire community. This project fits well with the previous efforts to improve vibrancy of our downtown area while allowing us to realize significant economic benefits.

Existing Conditions
(information requested in this section may not be appropriate for all project types)

Functional Classification of Roadway

1st Street NW (anticipated phase 1) is a minor arterial. Avenues (anticipated phase 2) are collectors.

Current AADT (including source)

Varies from 1,030 on 4th Avenue to about 5,255 on 1st street NW near Collins Avenue. (From NDDOT interactive traffic counts site. All 2016 counts.)

Forecasted AADT (including source)

2040 projection Varies from 1,167 on 4th Avenue to about 5,939 on 1st Street near Collins Avenue. (Factor derived from Downtown Subarea Study Traffic Forecasting Memo on page 2 of 4, then applied to current AADT numbers).

Posted or Statutory Speed Limit

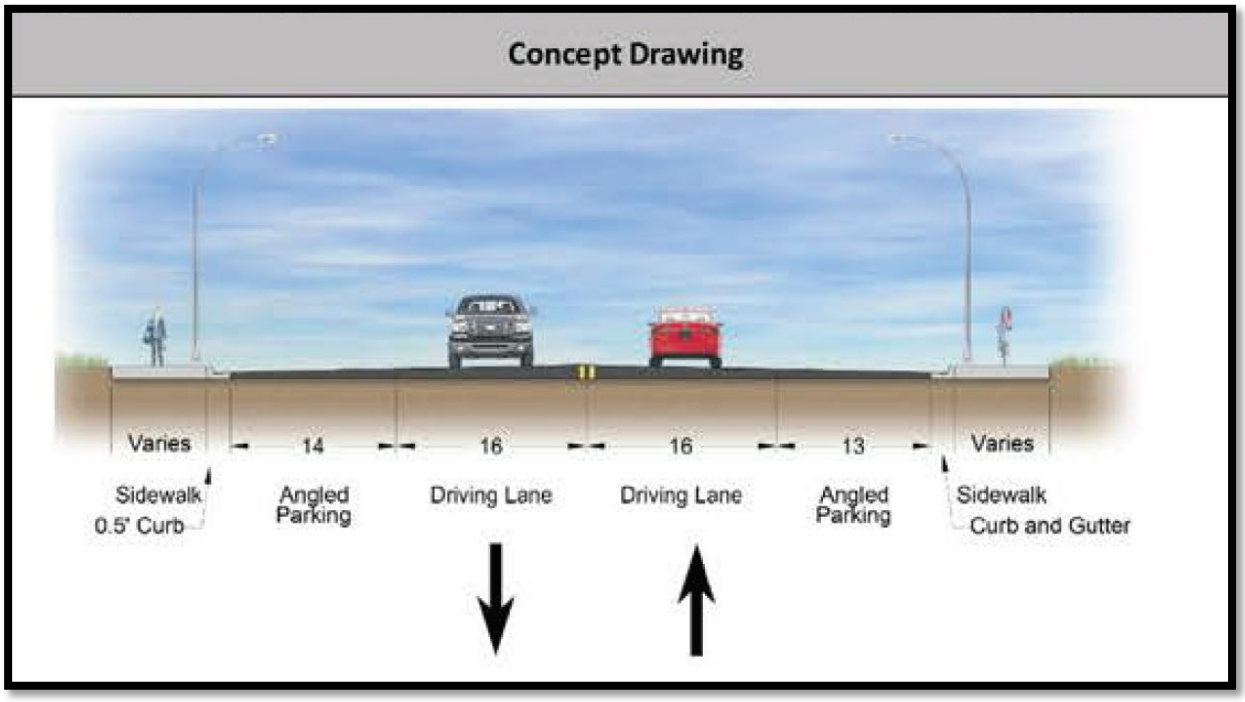
25 mph

Cross Section of Roadway (attach graphics depicting current dimensions and key roadway elements)

Avenues are approximately 60 feet wide from face of curb to face of curb with angled parking allowed on both sides and one driving lane in each direction, unstriped. They are typically lined with sidewalk against the curb and gutter. The sidewalk is about 10 feet wide except for where a basement access was allowed to protrude out into the sidewalk space. Below is a 2019 Google Earth street view snip to illustrate a typical cross section of our downtown avenues. This is 2nd Avenue just north of Main Street and looking north.



Below is the existing cross section of 1st Street.

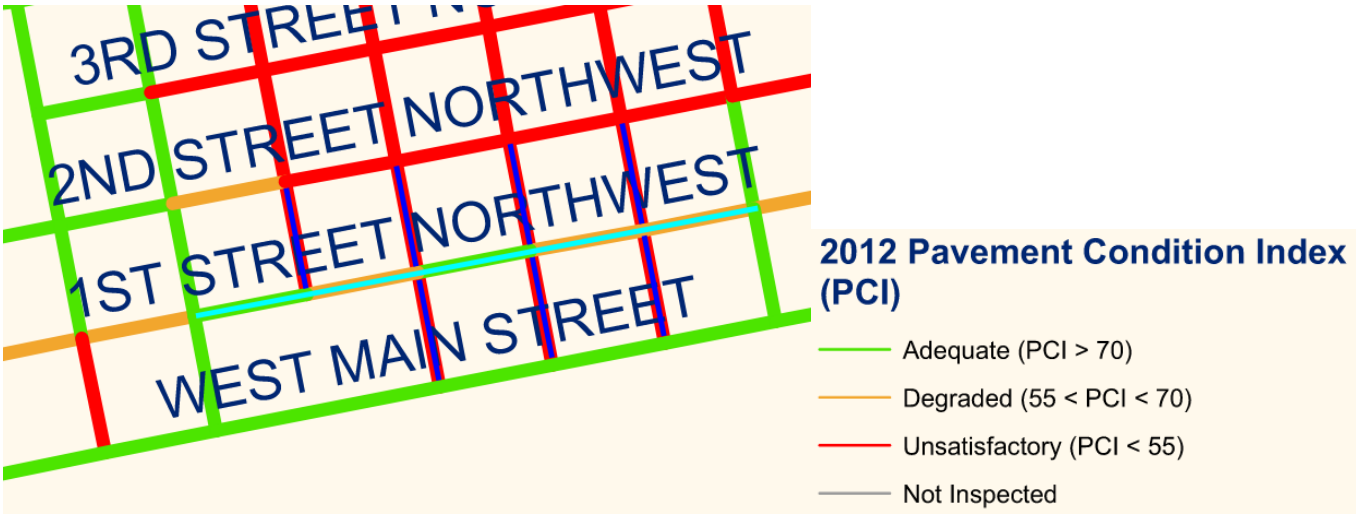


Pavement rating or condition

Avenues are unsatisfactory and 1st Street NW is mostly classified as degraded according to the 2012 Mandan State of the Streets Technical Report.

https://www.cityofmandan.com/vertical/sites/%7B38C3EFDC-F4D8-4D02-9E13-0987A081A7A4%7D/uploads/Dynatest_PCI.pdf

Below is a screenshot of Appendix A, Map 3: Pavement Condition Index (PCI) Values from the 2012 Mandan State of the Streets Technical Report.



They are also shown to be in poor condition from the 2016 pavement condition survey done in all urban areas statewide. A snapshot of that is shown below.

https://dotsc.ugpti.ndsu.nodak.edu/grit_viewer/



Year of Last Federal Investment at this Location

None found.

When was the current section built?

Record not found.

Year last surfaced or received maintenance?

Do not know.

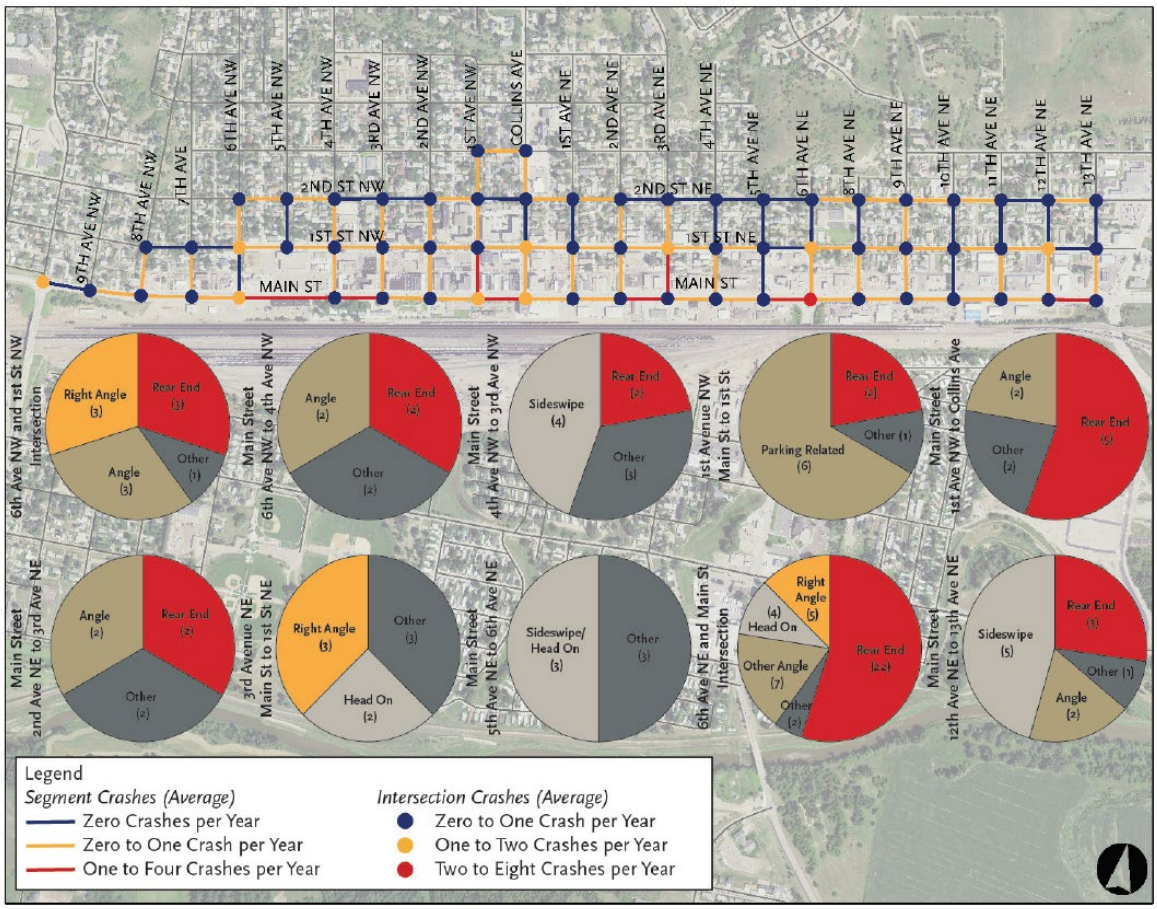
Lighting

Mix of LED and high-pressure sodium.

Crash Rate or Number of Crashes?

Of minimal concern within the corridors of this project. Figure 38 from the Downtown Subarea Study illustrates an NDDOT traffic operations study done in the fall of 2016.

Figure 38: Crashes in Study Area



32 MANDAN DOWNTOWN SUBAREA STUDY

Other Known Safety Concerns?

Pedestrian crossing. Poor bicycling conditions.

Intersections (how many, type, control, etc.)

Reconstruction limits include going through 7 street intersections and 13 alleyways.

Is parking allowed and what type?

Yes. Predominately angle with some parallel.

Are there any bridges, box culverts, etc. within the project corridor?

No.

What is the condition of the existing sanitary sewer, storm sewer, and water lines?

Watermain needs replacement under much of the proposed project area. Possibly sanitary unless we accomplish that with trenchless methods. That decision has yet to be made. It is anticipated that a fair amount of storm inlet work will be needed. Likely about 3,000 feet of storm main replacement needed as well.

Are there any Access points to adjoining property that present a special concern?

None of particular concern.

Bicycle/Pedestrian, and Public Transportation Accommodations (Sidewalk, shared use paths, bicycle lanes)?

Sidewalk of varying widths along most of these corridors. An important element of this project would be to make sure they are all up to ADA standards and that they fit with the goal of creating a more walkable district.

Is there an existing transit or other public transportation facility located within the project limits?

The Capital Area Transit (CAT) fixed route service comes within a block of the west side of the project limits.

Do any school buses, transit buses, other multi-modal vehicles, etc. use this route?

Would expect some school bussing, but not certain.

Does a RRX or RR facility exist within the project limits?

No, but the BNSF main line and rail yard is a couple blocks south of most of this work, just south of Main Street.

Other existing conditions that are not listed identified above?

None

Proposed Improvements

(information requested in this section may not be appropriate for all project types)

What are the proposed Improvements (specific scope of work)?

This project's main goal and objective is to reconstruct 1st Street NW and several avenues in the core downtown area of Mandan with concrete. Based on preliminary cost estimates already completed for the entire project, anticipated specific locations of the first phase include 1st Street NW from Collins Avenue to 6th Avenue NW; anticipated specific locations of the second phase include 2nd, 3rd, 4th, and 5th Avenues from Main Street to 2nd Street NW. The proposed project is to reconstruct these streets and avenues with beautification elements being integrated throughout. As described above, the City's intent is to phase these improvements.

Proposed Length

Approximately 4,500 feet for the total project. Approximately 2,400 feet for anticipated phase 1 and approximately 2,100 feet for anticipated phase 2.

Proposed Cross Section (attach graphics depicting current dimensions and key roadway elements)

Proposed cross sections will be similar to the existing as seen above. During preliminary design, we will want to look at sidewalk widths vs. roadway widths to see how we may make some changes to accomplish the goal of making the district more walkable and patron friendly. Changes to the existing cross sections aren't anticipated to be major in nature.

Proposed Surfacing Type

New concrete.

Proposed Lighting, if applicable

We will want to incorporate new, LED lighting into this project. We will explore decorative where it makes sense.

Proposed Traffic Control changes

With the urban regional project programmed, Main Street got all new traffic signalization in 2019. Within the Study, an alternate for consideration was for 1st Street to be a roundabout corridor. That ranked lower than some of the other alternatives, but we would still consider during preliminary design if it made sense for any of these intersections at that time. Also, we would check for any signalization warrants.

Proposed Safety Improvements

Reconstruct sidewalks to bring to ADA compliance. Updated signage and striping where applicable to make traffic flow clearer to all modes of transportation. Evaluate opportunities to improve parking configurations.

Proposed Intersection Improvements

Will look at any signalization warrants or roundabouts during preliminary design. Possible curb bulb outs. Improvements to sidewalk ramps.

Proposed Traffic Calming Measures

Urban design elements to narrow the feel of the corridor's some such as planters.

Will parking be allowed and type?

Yes. We will keep the angle parking for the majority of the corridor, and consider a possible trial of reverse angle parking that could be extended if well received.

Will any bridges, box culverts, etc. be built/replaced within the project corridor and how will they be modified?

No.

Will any private utilities, water lines, sanitary sewer, and/or storm sewer lines need to be replaced or worked on with this project or potentially in the recent future (identify year)? Have private utilities been coordinated with?

Yes, most of the watermain under many of these streets will need to be replaced. Also, expect that most of the storm sewer will need to be replaced that runs under many of these streets. Sanitary sewer replacement should be minimal. Most of it runs in the alleys in the project area. What doesn't could be done with trenchless technologies. Private utilities have not yet been contacted.

Are there any access points along the project corridor that need to be addressed for mobility or safety concerns?

None of particular note.

Will a Sidewalk or shared use path be installed or replaced?

Yes. Most of the sidewalk along these streets is in poor conditions and in need of replacement.

What ADA improvements will need to be made on this project?

Currently, there are many areas of non-conformance as previously stated. We will bring all sidewalk within these project limits up to ADA compliance.

Do any special accommodations need to be made for school buses, public transportation, other multi-modal vehicles, etc. on this route?

None anticipated.

Proposed Railroad Crossing Work

No.

Other Proposed Improvements

Nothing else major anticipated.

Environmental/Cultural Issues on the proposed Projects

Identify *Yes*, *No*, or *Unknown* for each environmental/cultural issue. If *Yes*, provide a brief description of the issue in the *Comments* box.

Agricultural, Archeological sites, and/or Historical sites

None anticipated.

Lakes, waterways, floodplains Wetland

No.

Stormwater management

Updated stormwater facilities throughout planned. However, no major stormwater issues exist in this particular project area.

Hazardous materials sites

The project area is in direct correlation with the diesel spill recovery effort that has been ongoing for over 10 years. The recovery has been a great success, with over 95% of the product being recovered and wells are actively being retired.

Hazardous materials on existing structure

None in addition to the above.

Upland habitat

None.

Endangered/threatened/migratory species

None.

Section 4(f) (Refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges, and significant historical or archeological sites in transportation project development.)

Public park space on the south side of Main Street near this project. None directly along the proposed corridor though.

Section 6(f) (Refers to Land and Water Conservation Fund (LWCF) Act - the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.)

None known of.

Through/adjacent to tribal land

None known of.

Additional comments on Environmental/Cultural Issues section

Historic in nature being in the core downtown area of the City.

Miscellaneous Issues of Proposed Improvements

Construction Restrictions *(migratory bird, local events, etc.)*

Mandan Progress Organization events occur typically about five or six weekends over the summer months. During construction, we would want to be cognizant of those and prepare accordingly.

Right-of-Way Required (parcels, owners, relocations, etc.) (NOTE: It is recommended that local funds be used to acquire right-of-way on the LPA system.)

None anticipated. However, will full reconstruction of all sidewalk, we will be working right up to the property line with zero building setbacks in many cases. Will need to be cognizant of that throughout.

Proposed Traffic Control during Construction

We will need some temporary traffic control to get people through the site. Closures are expected since the project is a concrete reconstruct of these streets. The City will coordinate with the property owners and businesses as much as possible.

Ineligible Project Items

We recognize that the watermain replacement and any sanitary sewer work will all need to be locally funded. We may want to address the condition of our alleyways at the same time as well. If so, we recognize that will be locally funded as well.

Additional comments on Miscellaneous Issues section

None.

Cost Estimate

Itemized Project Cost Estimate (For roadway projects this might include things like preliminary engineering, right-of-way, utilities, construction, construction engineering, bridges, and miscellaneous. For other types of projects include relevant items. Rows can be added as to the following table as necessary).

Item	Total Project	Total (Phase 1)	Federal (Phase 1)	State (Phase 1)	Local (Phase 1)
Preliminary & Final Engineering	$ 920,950	$ 690,713	$ 552,570	-	$ 138,143
Eligible Item Construction and Contingency	$ 9,209,500	$ 4,911,800	$ 3,929,440	-	$ 982,360
Construction Engineering	$ 920,950	$ 460,475	$ 368,380	-	$ 92,095
Subtotal – UGP Eligible (Participating)	$ 11,051,400	$ 6,062,988	$ 4,850,390		$ 1,212,598
Watermain Replacement (includes Engineering)	$ 1,246,080	$ 637,300	-	-	$ 637,300
Total Project	$ 12,297,480	$ 6,700,288	$4,850,390	$ 0	$ 1,849,898

Please see attached preliminary detailed cost estimate for the project dated October 2021 for more detail on the anticipate scope of construction and breakdown of phases.

What is the source of the local funds?

City sales tax fund, City wide property taxes and possibly special assessments to benefiting properties. As previously stated, the City has already expended more than $178,000 of local funds to-date by hiring KLJ Engineering to complete design and boundary surveys, preliminary environmental, data collection, preliminary engineering and detailed cost analyses.

MANDAN DOWNTOWN STREET IMPROVEMENTS
1ST STREET NW, 6TH AVENUE NW TO COLLINS AVENUE
CITY OF MANDAN PROJECT NUMBER: 2019-08, SID 217
NDDOT PROJECT NUMBER: UGP-1-988(045), PCN 22551
KLJ PROJECT NUMBER 1904-02191
OCTOBER, 2021
CONCRETE PAVEMENT, CURB AND GUTTER, STORM SEWER, WATERMAIN, SIDEWALK, PAVEMENT MARKING, LIGHTING, LANDSCAPING

				PHASED QUANTITIES					*PHASED COST*		
SPEC	**CODE**	**ITEM DESCRIPTION**	**UNIT**	*QUANTITY (ANTICIPATED PHASE 1)*	*QUANTITY (ANTICIPATED PHASE 2)*	**TOTAL QUANTITY**	**UNIT PRICE**		*COST (ANTICIPATED PAHSE 1)*	*COST (ANTICIPATED PAHSE 2)*	**COST**
103	**0100**	**CONTRACT BOND**	**L SUM**	*0.5*	*0.5*	**1**	**$40,000**		*$20,000*	*$20,000*	**$40,000**
202	**0136**	**REMOVAL OF PAVEMENT**	**SY**	*14,217*	*14,262*	**28,479**	**$25**		*$355,421*	*$356,552*	**$711,973**
202	**0130**	**REMOVAL OF CURB & GUTTER**	**LF**	*5,248*	*4,063*	**9,311**	**$10**		*$52,480*	*$40,630*	**$93,110**
202	**0230**	**REMOVAL OF INLETS**	**EA**	*12*	*9*	**21**	**$800**		*$9,600*	*$7,200*	**$16,800**
203	**0101**	**COMMON EXCAVATION-TYPE A**	**CY**	*495*	*505*	**1,000**	**$40**		*$19,800*	*$20,200*	**$40,000**
216	**0100**	**WATER**	**M GAL**	*170*	*174*	**344**	**$30**		*$5,108*	*$5,212*	**$10,320**
251	**0000**	**EROSION CONTROL**	**L SUM**	*0.5*	*0.5*	**1**	**$20,500**		*$10,250*	*$10,250*	**$20,500**
302	**0120**	**AGGREGATE BASE COURSE CL 5**	**TON**	*8,073*	*8,325*	**16,398**	**$35**		*$282,555*	*$291,375*	**$573,930**
550	**0112**	**8IN NON-REINF CONCRETE PAVEMENT CL AE**	**SY**	*9,358*	*10,818*	**20,176**	**$100**		*$935,800*	*$1,081,800*	**$2,017,600**
570	**0713**	**8IN CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWELED**	**SY**	*941*	*0*	**941**	**$200**		*$188,200*	*$0*	**$188,200**
702	**0100**	**MOBILIZATION**	**L SUM**	*0.5*	*0.5*	**1**	**$1,000,000**		*$500,000*	*$500,000*	**$1,000,000**
704	**1100**	**TRAFFIC CONTROL**	**LSUM**	*0.5*	*0.5*	**1**	**$150,000**		*$75,000*	*$75,000*	**$150,000**
709	**0151**	**GEOSYNTHETIC MATERIAL TYPE R1**	**SY**	*11,092*	*12,172*	**23,264**	**$3**		*$33,276*	*$36,515*	**$69,791**
714	**0210**	**PIPE CONC REINF 15IN CL III-STORM DRAIN**	**LF**	*0*	*62*	**62**	**$150**		*$0*	*$9,300*	**$9,300**
714	**0615**	**PIPE CONC REINF 24IN CL III**	**LF**	*963*	*0*	**963**	**$160**		*$154,080*	*$0*	**$154,080**
714	**0820**	**PIPE CONC REINF 30IN CL III**	**LF**	*255*	*0*	**255**	**$175**		*$44,625*	*$0*	**$44,625**
722	**0110**	**MANHOLE 60IN**	**EA**	*0*	*5*	**5**	**$10,400**		*$0*	*$52,000*	**$52,000**
722	**4060**	**INLET MOUNTABLE CURB-TYPE B**	**LF**	*16*	*15*	**31**	**$4,700**		*$75,200*	*$70,500*	**$145,700**
722	**3510**	**INLET-TYPE 2**	**EA**	*12*	*9*	**21**	**$4,500**		*$54,000*	*$40,500*	**$94,500**
722	**6240**	**ADJUST UTILITY APPURTENANCE**	**EA**	*9*	*9*	**18**	**$700**		*$6,237*	*$6,363*	**$12,600**
724	**0210**	**FITTINGS-DUCTILE IRON**	**LBS**	*125*	*125*	**250**	**$25**		*$3,125*	*$3,125*	**$6,250**
724	**0310**	**GATE VALVE & BOX 8IN**	**EA**	*0*	*15*	**15**	**$5,500**		*$0*	*$82,500*	**$82,500**
724	**0314**	**GATE VALVE & BOX 12IN**	**EA**	*8*	*0*	**8**	**$5,600**		*$44,800*	*$0*	**$44,800**
724	**0291**	**REMOVE & REPLACE GATE VALVE W/BOX 4IN**	**EA**	*2*	*0*	**2**	**$5,600**		*$11,200*	*$0*	**$11,200**
724	**0311**	**REMOVE & REPLACE GATE VALVE W/BOX 8IN**	**EA**	*2*	*0*	**2**	**$6,500**		*$13,000*	*$0*	**$13,000**
724	**0313**	**REMOVE & REPLACE GATE VALVE W/BOX 12IN**	**EA**	*10*	*0*	**10**	**$6,500**		*$65,000*	*$0*	**$65,000**
724	**0600**	**WATER SERVICE**	**LF**	*684*	*697*	**1,381**	**$55**		*$37,598*	*$38,357*	**$75,955**
724	**0412**	**8IN HYDRANT**	**EA**	*1*	*1*	**2**	**$7,000**		*$7,000*	*$7,000*	**$14,000**
724	**0430**	**REMOVE HYDRANT**	**EA**	*1*	*1*	**2**	**$2,000**		*$2,000*	*$2,000*	**$4,000**
724	**0830**	**WATERMAIN 8IN PVC**	**LF**	*5*	*2,044*	**2,049**	**$100**		*$500*	*$204,400*	**$204,900**
724	**0850**	**WATERMAIN 12IN PVC**	**LF**	*1,567*	*0*	**1,567**	**$130**		*$203,710*	*$0*	**$203,710**
724	**0000**	**WATER LINE CONNECTION**	**EA**	*14*	*42*	**56**	**$2,500**		*$35,000*	*$105,000*	**$140,000**
748	**0140**	**CURB & GUTTER-TYPE I**	**LF**	*5,248*	*4,063*	**9,311**	**$40**		*$209,920*	*$162,520*	**$372,440**
750	**0030**	**PIGMENTED IMPRINTED CONCRETE**	**SY**	*470*	*0*	**470**	**$200**		*$94,000*	*$0*	**$94,000**
750	**0100**	**SIDEWALK CONCRETE**	**SY**	*3,492*	*2,814*	**6,306**	**$100**		*$349,200*	*$281,400*	**$630,600**
750	**0107**	**SIDEWALK - DECORATIVE**	**SY**	*787*	*0*	**787**	**$200**		*$157,400*	*$0*	**$157,400**
750	**0150**	**SIDEWALK TRENCH DRAIN**	**EA**	*6*	*6*	**12**	**$4,500**		*$26,730*	*$27,270*	**$54,000**
750	**0300**	**STEPS CONCRETE**	**L SUM**	*0.5*	*0.5*	**1**	**$50,000**		*$25,000*	*$25,000*	**$50,000**
750	**1020**	**DRIVEWAY CONCRETE 8IN**	**SY**	*196*	*631*	**827**	**$120**		*$23,520*	*$75,680*	**$99,200**
750	**2115**	**DETECTABLE WARNING PANELS**	**SF**	*285*	*291*	**576**	**$55**		*$15,682*	*$15,998*	**$31,680**
754	**0000**	**PERMANENT SIGNING**	**LSUM**	*0.5*	*0.5*	**1**	**$20,000**		*$10,000*	*$10,000*	**$20,000**
762	**0000**	**PREFORMED PATTERNED PVMT MK**	**L SUM**	*0.5*	*0.5*	**1**	**$70,220**		*$35,110*	*$35,110*	**$70,220**
770	**9402**	**LIGHTING SYSTEM (AESTHETIC)**	**L SUM**	*0.5*	*0.5*	**1**	**$450,000**		*$225,000*	*$225,000*	**$450,000**
970	**0001**	**LANDSCAPING APPURTENANCES**	**L SUM**	*0.5*	*0.5*	**1**	**$200,000**		*$100,000*	*$100,000*	**$200,000**

ANTICIPATED PHASE 1 SUMMARY TABLE

Subtotal Anticipated Phase 1 - Participating	*$4,093,200*
Contingency (20%) - Participating	*$818,600*
Prelim & Final Engineering (75% Of Total Prelim & Final Engineering - Participating)	*$690,713*
Construction Engineering (50% Of Total Construction Engineering - Participating)	*$460,475*
Construction Cost Anticipated Phase 1- Participating (Storm + Road)	***$6,062,988***
Subtotal - Watermain	*$422,900*
Contingency (20%) - Watermain	*$84,600*
Prelim & Final Engineering (75% Of Total Prelim & Final Engineering - Watermain)	*$77,880*
Construction Engineering (50% Of Total Construction Engineering - Watermain)	*$51,920*
Construction Cost Anticipated Phase 1 - Watermain	***$637,300***
ROW Acquisition	*$0.00*
Utility Relocation	*$0.00*
Anticipated Phase 1 Project Cost	**$ 6,700,288**

ANTICIPATED PHASE 2 SUMMARY TABLE

Subtotal Anticipated Phase 2 - Participating	*$3,581,400*
Contingency (20%) - Participating	*$716,300*
Prelim & Final Engineering (25% Of Total Prelim & Final Engineering - Participating)	*$230,238*
Construction Engineering (50% Of Total Construction Engineering - Participating)	*$460,475*
Construction Cost Anticipated Phase 2 - Participating (Storm + Road)	***$4,988,413***
Subtotal - Watermain	*$442,400*
Contingency (20%) - Watermain	*$88,500*
Prelim & Final Engineering (25% Of Total Prelim & Final Engineering - Watermain)	*$25,960*
Construction Engineering (50% Of Total Construction Engineering - Watermain)	*$51,920*
Construction Cost Anticipated Phase 2 - Watermain	***$608,780***
ROW Acquisition	*$0.00*
Utility Relocation	*$0.00*
Anticipated Phase 2 Project Cost	**$ 5,597,193**

TOTAL PROJECT SUMMARY TABLE

Subtotal - Participating	*$7,674,600*
Contingency (20%) - Participating	$1,534,900
Prelim & Final Engineeering (10%) - Participating	$920,950
Construction Engineering (10%) - Participating	$920,950
Total Construction Cost - Participating (Storm + Road)	**$11,051,400**
Subtotal - Watermain	$865,300
Contingency (20%) - Watermain	$173,100
Prelim & Final Engineeering (10%) - Watermain	$103,840
Construction Engineering (10%) - Watermain	$103,840
Total Construction Cost - Watermain	**$1,246,080**
ROW Acquisition	$0.00
Utility Relocation	$0.00
Total Project Cost	**$ 12,297,480**

* The phasing in this cost estimate is based on phase 1 including 1st Street NW from Collins Avenue to 6th Avenue NW and phase 2 including 2nd, 3rd, 4th, and 5th Avenues from Main Street to 2nd Street NW.

EXHIBIT N

December 20-21, 2021

Re: **Urban Regional Program**

Total of 5 projects were submitted; all from City of Bismarck. The projects were scored by MPO staff against MPT Objectives. Points were provided to the Prioritization Committee for information during their prioritization process. Rankings of the Prioritization Team, who met on November 23rd, are below. The TAC and Policy Board can accept, change or deny the prioritization of the Urban Regional Program.

Committee Rank	**Jurisdiction**	**Type**	**Location:** Project	**Total Cost / Federal**	**MTP Objectives Scoring**	**Consistent with MTP? (Generally; Projected – Year Range; Constrained – Year Range)**
3	Bismarck	Maintenance	**7th St (Front Ave to Broadway Ave) & 9th St (Front Ave to Main Ave):** CPR & grinding, ADA ramp upgrades (900 ft – 7th /600 ft – 9th)	438,000 / 350,400	12.382/18.698	Yes - Generally
1	Bismarck	Maintenance	**Bismarck Expy/ND810 intersections (Washington St to 26th St, Denver & Washington St, Arbor Ave at 7th & 9th St)**: Upgrade traffic signal equipment that has exceeded its expected service life as shown in the NDDOT traffic signal database (11,600 ft, 2.2 miles)	3.450 Million / 2.760 Million (City willing to limit signals in project to constrain costs, according to grant availability)	12.966/18.698	Yes - Generally
2	Bismarck	Maintenance	**State St/Boulevard Ave (6th St to Divide Ave)**: CPR & grinding, ADA ramp replacements (4100 ft)	1.370 Million / 1.096 Million	12.382/18.698	Yes - Generally
4	Bismarck	Other	**State St/US 83 (Calgary Ave to 57th Ave)**: Prepare environmental documentation for the potential future reconstruction and widening to the 6-lane section with median (8,000 ft, 1.5 miles) SEE NEXT PAGE	500,000 / 400,000	13.432/18.698	Yes - Generally
5	Bismarck	Construction	**State St/US 83 (43rd Ave to Calgary Ave)**: Construct multi-use trail along the west side of State Street/US 83 (2630 ft)	356,000 / 284,800	7.216/18.698	Yes - Generally

//RAD December 2021

State St/US 83 (Calgary Ave to 57th Ave): Prepare environmental documentation for the potential future reconstruction and widening to the 6-lane section with median (8,000 ft, 1.5 miles)

State Street/US 83 (Calgary Avenue to 57th Avenue): The request is to begin the environmental documentation process for the future reconstruction of State Street/US 83 from Calgary Avenue through 57th Avenue as a six-lane urban roadway section with divided median. The project length is approximately 1.5 miles or 8000 feet. The project is anticipated to include pavement reconstruction, curb and gutter, storm water improvements, traffic control, lighting, signing, pavement marking, multi-use trail facilities, and sidewalks. Preliminary construction cost estimated at $20,000,000.

Solicitation Year ___2021___
Funding Year ___2026___

URBAN REGIONAL SCORING METHODOLOGY:

The applications will be scored by MPO staff using the MTP Urban Roads/Urban Regional objectives. These scores will not be prioritized by staff but rather will be provided to the selection committee for committee discussion. The selection committee will rank the projects based in this discussion, and the ranking will be provided to TAC and PB. TAC and PB will be provided the staff score and the committee ranking. TAC and PB have the authority to accept, change, or deny any prioritization for the Urban Regional Program.

URBAN REGIONAL SCORING *(For MPO Staff Use):*

Urban Regional Scoring Objectives
1A: Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
1C: Enhance transportation security and reliability by developing strategies to address critical transportation assets identified that will facilitate the rapid movement of first responders and support incident management during times of emergency (SMO)
2A: Maintain pavement quality and bridges at acceptable levels (SMO)
2B: Maintain street signage and visibility (SMO)
2C: Maintain the current bicycle & pedestrian system (SMO)
3A: Implement projects and programs that will reduce travel delays on corridors that have an existing or proposed Level of Service (LOS) D or worse, to a LOS C or better after the improvement is made (SMO)
3B: Provide and maintain corridors functionally classified as minor arterials and above that facilitate longer-distance travel within the region (SMO)
3C: Improve the continuity of the multimodal systems for pedestrians, cyclists, or transit riders; through improved network connections and reduction of system gaps (SMO)
4A: Enhance the efficient and safe movement of freight and goods including investments in congestion reduction and safety improvements on the critical urban freight corridors and other designated freight corridors (SMO)
5C: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
7B: Leverage the existing transportation system by emphasizing low-cost, high impact solutions that may include incremental system improvements, system preservation, and technology applications to achieve reduced congestion in lieu of more expensive projects such as roadway widening (SMO)

1. Project:__ **7th St (Front Ave to Broadway Ave) & 9th St (Front Ave to Main Ave): CPR & Grinding** Total Points 12.382
   Submitting Entity:___Bismarck_____
   a. Objective 1A: ____ 2.25 pts
   b. Objective 1C: _X__ 2.25 pts
   c. Objective 2A: _X__ 1.666 pts
   d. Objective 2B: ____ 1.666 pts
   e. Objective 2C: _X__ 1.666 pts
   f. Objective 3A: ____ 1.2 pts
   g. Objective 3B: _X__ 1.2 pts
   h. Objective 3C: ____ 1.2 pts
   i. Objective 4A: _X__ 2.3 pts
   j. Objective 5C: _X__ 2.1 pts
   k. Objective 7B: _X__ 1.2 pts

2. Project:_ **Bismarck Expy/ND810 intersections (Washington St to 26th St, Denver & Washington St, Arbor Ave at 7th & 9th St): Upgrade Traffic Signals** Total Points 12.966
   Submitting Entity: ___Bismarck_____
   a. Objective 1A: _X__ 2.25 pts
   b. Objective 1C: _X__ 2.25 pts
   c. Objective 2A: ____ 1.666 pts
   d. Objective 2B: ____ 1.666 pts
   e. Objective 2C: _X__ 1.666 pts
   f. Objective 3A: ____ 1.2 pts
   g. Objective 3B: _X__ 1.2 pts
   h. Objective 3C: ____ 1.2 pts
   i. Objective 4A: _X__ 2.3 pts
   j. Objective 5C: _X__ 2.1 pts
   k. Objective 7B: _X__ 1.2 pts

3. Project:__ **State St/Boulevard Ave (6th St to Divide Ave): CPR & Grinding** Total Points 12.382
   Submitting Entity: ___Bismarck_____
   a. Objective 1A: ____ 2.25 pts
   b. Objective 1C: _X__ 2.25 pts
   c. Objective 2A: _X__ 1.666 pts
   d. Objective 2B: ____ 1.666 pts
   e. Objective 2C: _X__ 1.666 pts
   f. Objective 3A: ____ 1.2 pts
   g. Objective 3B: _X__ 1.2 pts
   h. Objective 3C: ____ 1.2 pts
   i. Objective 4A: _X__ 2.3 pts
   j. Objective 5C: _X__ 2.1 pts
   k. Objective 7B: _X__ 1.2 pts

4. Project:__ **State St/US 83 (Calgary Ave to 57th Ave): Prepare Environmental Documentation** Total Points 13.432
   Submitting Entity: ___Bismarck_____
   a. Objective 1A: _X__ 2.25 pts
   b. Objective 1C: _X__ 2.25 pts

c. Objective 2A: ____ 1.666 pts
d. Objective 2B: _X__ 1.666 pts
e. Objective 2C: _X__ 1.666 pts
f. Objective 3A: ____ 1.2 pts
g. Objective 3B: _X__ 1.2 pts
h. Objective 3C: ____ 1.2 pts
i. Objective 4A: _X__ 2.3 pts
j. Objective 5C: _X__ 2.1 pts
k. Objective 7B: ____ 1.2 pts

5. Project:__ **State St/US 83 (43rd Ave to Calgary Ave)**: **Construct Multi-Use Trail** Total Points 7.216
Submitting Entity: ___Bismarck_____
a. Objective 1A: _X__ 2.25 pts
b. Objective 1C: ____ 2.25 pts
c. Objective 2A: ____ 1.666 pts
d. Objective 2B: ____ 1.666 pts
e. Objective 2C: _X__ 1.666 pts
f. Objective 3A: ____ 1.2 pts
g. Objective 3B: ____ 1.2 pts
h. Objective 3C: ____ 1.2 pts
i. Objective 4A: ____ 2.3 pts
j. Objective 5C: _X__ 2.1 pts
k. Objective 7B: ____ 1.2 pts

6. Project:_____ Total Points _____
Submitting Entity:_____
a. Objective 1A: ____ 2.25 pts
b. Objective 1C: ____ 2.25 pts
c. Objective 2A: ____ 1.666 pts
d. Objective 2B: ____ 1.666 pts
e. Objective 2C: ____ 1.666 pts
f. Objective 3A: ____ 1.2 pts
g. Objective 3B: ____ 1.2 pts
h. Objective 3C: ____ 1.2 pts
i. Objective 4A: ____ 2.3 pts
j. Objective 5C: ____ 2.1 pts
k. Objective 7B: ____ 1.2 pts

URBAN REGIONAL SCORING RESULTS

Agency/ Project	Points	Committee Rank
7th St (Front Ave to Broadway Ave) & 9th St (Front Ave to Main Ave): CPR & Grinding *(Bismarck)*	12.382	3
Bismarck Expy/ND810 intersections (Washington St to 26th St, Denver & Washington St, Arbor Ave at 7th & 9th St): Upgrade Traffic Signals *(Bismarck)*	12.966	1
State St/Boulevard Ave (6th St to Divide Ave): CPR & Grinding *(Bismarck)*	12.382	2
State St/US 83 (Calgary Ave to 57th Ave): Prepare Environmental Documentation *(Bismarck)*	13.432	4
State St/US 83 (43rd Ave to Calgary Ave): Construct Multi-Use Trail *(Bismarck)*	7.216	5

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EXHIBIT O

URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET

DATE: 10/15/2021

PRIORITY# _____ Regional: Yes Urban Roads: No

City: Bismarck Street: 7th St – Front Ave to Broadway Ave, and 9th St – Front Ave to Main Ave, ESA Limits: Same as construction limits

County: Burleigh Length: 7th St – 900'/0.17 miles and 9th St – 600'/0.11 miles

Proposed Improvement: Concrete Pavement Repairs and Grinding, ADA ramp Upgrades as necessary

Cost Estimates Breakdown (in $1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
19	38			381			438

Present Road: Surface Width? 48' Surface Type? Concrete

On Street Parking Allowed? No Present: **(No)** One Side Both Sides Angle Parallel
Proposed: (**No**) One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: 23,500 (7th + 9th) Yr: 2018
ADT Design: 23,500 Design year 2040
Design Speed: 25 MPH
Maximum Curve: NA
Maximum Grade: NA

Travel Way Width : 48'
No. of Lanes: 4
Roadway Width: 48'
Min. R/W Width: 80'

Right of Way

Will Additional ROW or easement be acquired? No ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: NA ROW Condemnation by: City DOT
Est. No. of occupied family dwelling to be displaced? NA
Est. No. business to be displaced? NA

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): ____No_____

Will there be any impacts to 4(f) or 6(f) properties:
_____No_____

Airports: _____No_____ Public Hearings: _____No_____

Environmental Classification (Cat-Ex, EA, EIS):_____Cat-ex_____

Transportation Enhancements: _____No_____

Intermodal: _____No_____

Pedestrian Needs: _____No_____

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
BNSF	2	2	30	25 mph	Underpass	Underpass

Purpose and Need Statement:

_ The purpose of the project is to restore distressed, faulted and spalled concrete areas and to extend the useful life of the pavement and ADA upgrades as necessary. _____

Existing Conditions:

1. When was the current street section built? 7th St – 1976, 9th Street - 1900??, Has there been any additional maintenance to the street section?
   __ Bismarck does crack sealing and small pavement repairs using Dyna-patch materials. _____

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
   _____4-12’ driving lanes on 7th St and 4-10’ driving lanes 9th St underpass _____

3. What is the condition of the pavement section? Pavement Management rating at the most recent survey in 2020 was a PCI value of 87. Utilizing pavement management predations models this roadway will reach a PCI value of 82 at the year 2026.

A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?

B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking. At the time of the pavement survey in 2020 the follow distress were noted: 98% of the joint sealant was damaged, 6% of the slabs have joint spalling, 7% of the slabs contain linear cracking and 15% of the slabs have patch cuts.

4. Any existing geometric concerns?
No

5. Are there any access points to adjoining properties that present a special concern?
No

Are there any existing sidewalks or shared use path in place? Sidewalks are in place along 7th and 9th St

6. What is the condition of the existing storm sewer? Good Will any additional storm sewer work need to be done along with this project? No

7. What is the condition of the city's water and sewer line? Good Will any work have to be done to the city's water and sewer lines along with this project?
No

8. Describe the existing lighting system currently in place? Yes What type of standards and luminaires are currently being used? 40' galvanized Steel poles with a combination of 250 and 400-watt HPS luminaires.

9. What intersections currently have traffic signals? 7th St – Broadway, Main Avenue and Front Avenue, 9th St Main Avenue and Front Avenue. Are there any locations that have a high accident rate? The intersections of 7th St and Main Avenue, 7th St and Front Avenue and 9th St and Main Avenue were identified as high crash locations in the 2018-2020 High Crash Report. Are additional turning lanes needed? No

Remarks:

The request for this project is based on the pavement condition. According to the City of Bismarck's Pavement Management System score for this section of roadway, this section of roadway should have concrete pavement and joint sealant repairs performed.

Traffic operations and capacity of these corridors is adequately met by the current geometrics. No additional turning lanes are needed and traffic control devices are sufficient to meet traffic needs. Traffic signals to be replaced in 2022. Sidewalks are in place along both sides of the

corridor.

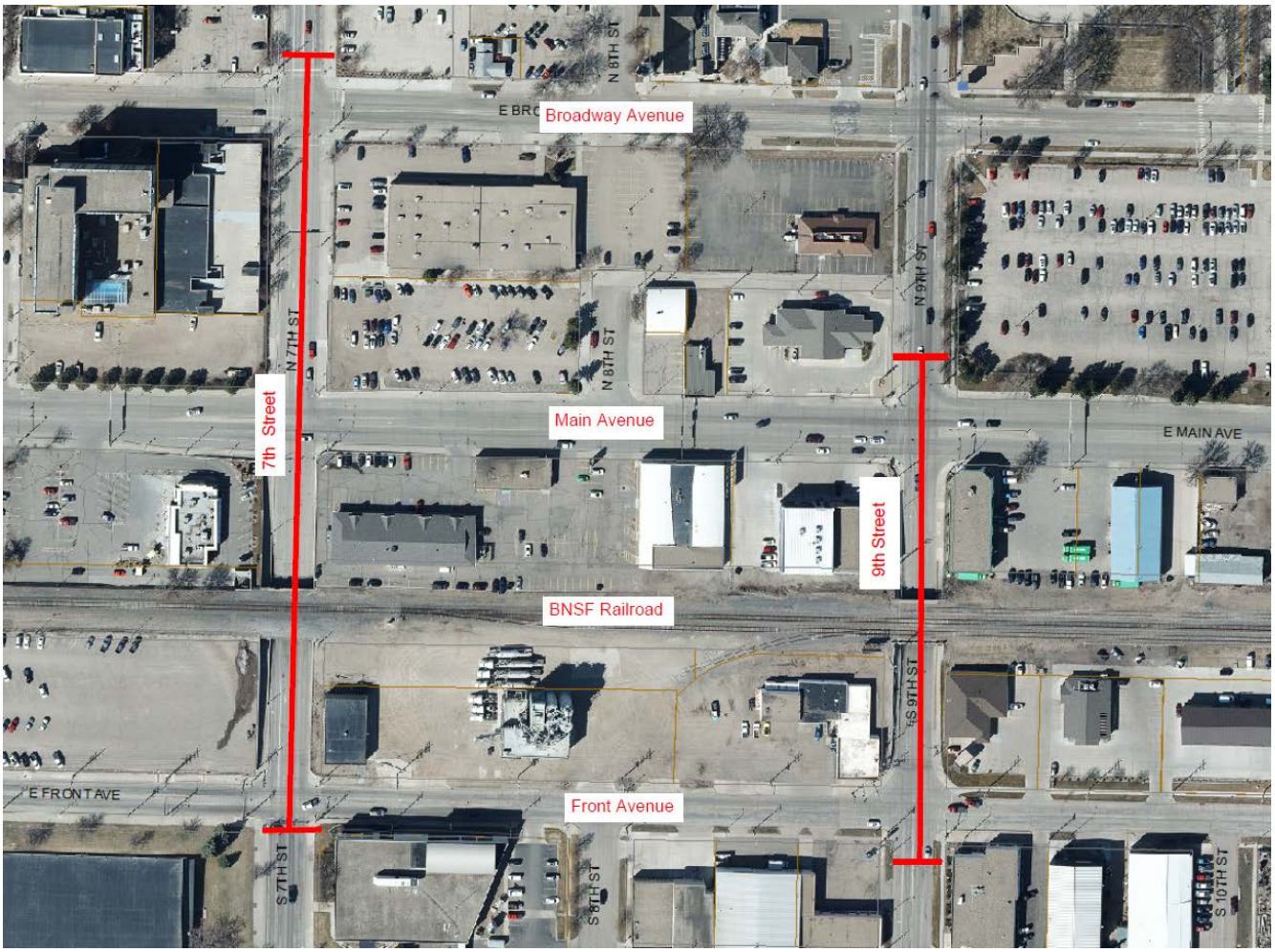
Existing city underground infrastructure is adequate and does not require any upgrading. The current lighting system is laid out in a staggered configuration of 40’ galvanized steel poles with a combination of 250 and 400-watt HPS luminaires.

This project can be a standalone project or be tied to adjacent programmed mill and overlay projects on 9th Street and 7th Street, reconstruction of 7th Street, or to a future CPR project on State St. Impacting major corridors for one construction season would be more acceptable to the public than having project for multiple years in a row.

City Engineer: _____ Date: _____

District Engineer: _____ Date: _____

Note: ***Please attach a map showing location and extent of the project and any additional supporting documents.***



corridor.

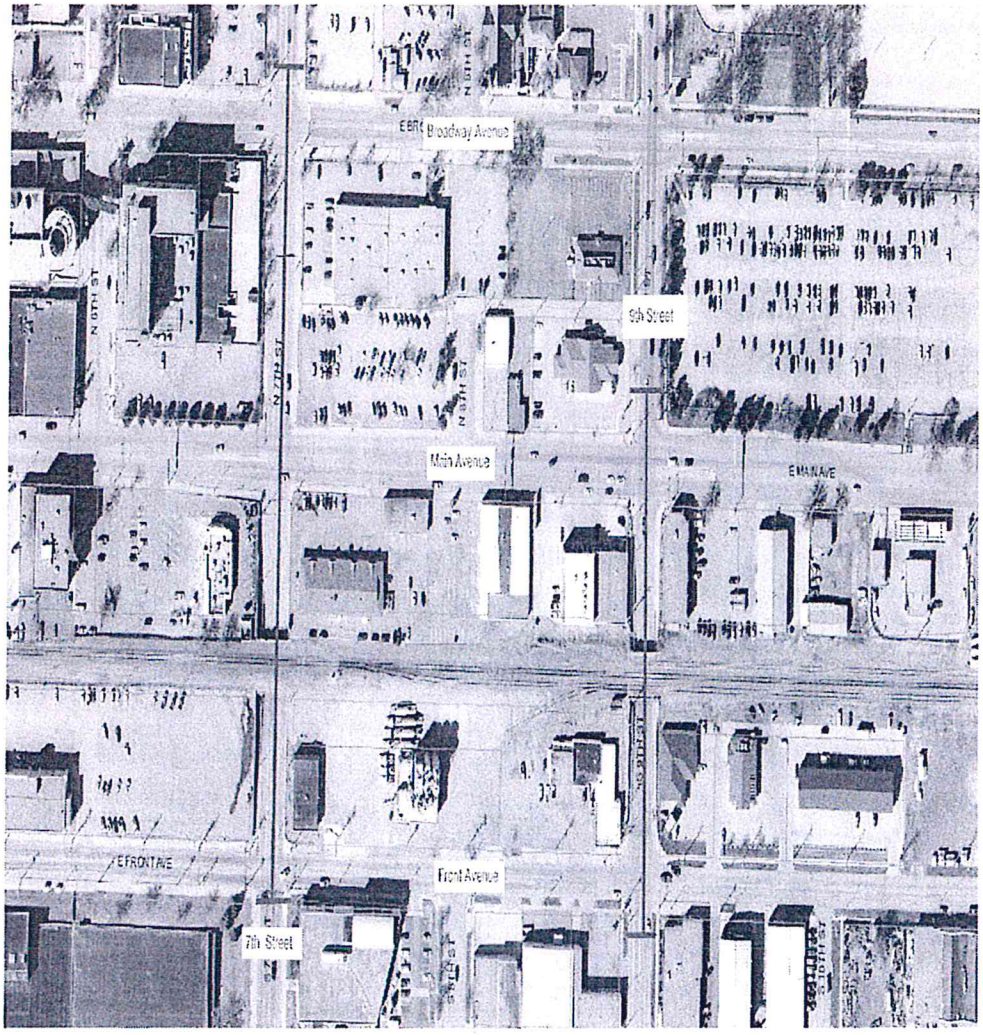
Existing city underground infrastructure is adequate and does not require any upgrading. The current lighting system is laid out in a staggered configuration of 40' galvanized steel poles with a combination of 250 and 400-watt HPS luminaires.

This project can be a standalone project or be tied to adjacent programmed mill and overlay projects on 9th Street and 7th Street, reconstruction of 7th Street, or to a future CPR project on State St. Impacting major corridors for one construction season would be more acceptable to the public than having project for multiple years in a row.

City Engineer: _____ Date: 10/22/21

District Engineer: _____ Date: 10/21/21

Note: ***Please attach a map showing location and extent of the project and any additional supporting documents.***



CITY OF BISMARCK - ENGINEERING DEPT.

ND DOT Project Estimate

Prepared on: 10/4/21

7th Street from Front Ave to Broadway Ave

9th Street from Front Ave to Main Ave

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price	Amount
1	103	100	CONTRACT BOND	L SUM	1	$ 10,000.00	$ 10,000.00
2	202	114	REMOVAL OF CONCRETE PAVEMENT	SY	350	$ 15.50	$ 5,425.00
3	202	130	REMOVAL OF CURB & GUTTER	LF	200	$ 5.00	$ 1,000.00
4	203	101	COMMON EXCAVATION-TYPE A	CY	50	$ 130.00	$ 6,500.00
5	302	101	SALVAGED BASE COURSE	CY	60	$ 50.00	$ 3,000.00
6	570	650	CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWE	SY	100	$ 198.00	$ 19,800.00
7	570	963	TRANSVERSE PCC JOINT CLEANING & SEALING	LF	3,960	$ 1.70	$ 6,732.00
8	570	965	LONGITUDINAL PCC JOINT CLEANING & SEALING	LF	7,060	$ 1.70	$ 12,002.00
9	570	966	RANDOM PCC CRACK CLEANING & SEALING	LF	130	$ 5.00	$ 650.00
10	570	1512	SPALL REPAIR-PARTIAL DEPTH	SF	100	$ 65.00	$ 6,500.00
11	702	100	MOBILIZATION	L SUM	1	$ 30,000.00	$ 30,000.00
12	704	1100	TRAFFIC CONTROL	L SUM	1	$ 20,000.00	$ 20,000.00
13	709	151	GEOSYNTHETIC MATERIAL TYPE R1	SY	100	$ 2.00	$ 200.00
14	748	140	CURB & GUTTER-TYPE I	LF	200	$ 31.00	$ 6,200.00
15	750	140	SIDEWALK CONCRETE 6IN	SY	350	$ 80.00	$ 28,000.00
16	750	2115	DETECTABLE WARNING PANELS	SF	322	$ 55.00	$ 17,710.00
17	762	122	PREFORMED PATTERNED PVMT MK-MESSAGE(GRO	SF	388	$ 24.00	$ 9,312.00
18	762	1305	PREFORMED PATTERNED PVMT MK 4IN LINE-GROO	LF	600	$ 5.00	$ 3,000.00
19	762	1307	PREFORMED PATTERNED PVMT MK 6IN LINE-GROO	LF	2,270	$ 9.00	$ 20,430.00
20	762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROO	LF	930	$ 10.00	$ 9,300.00
21	762	1325	PREFORMED PATTERNED PVMT MK 24IN LINE-GRO	LF	520	$ 41.00	$ 21,320.00
22	SP	1	SIGNS	L SUM	1	$ 10,000.00	$ 10,000.00
23	SP	2	DESIGN ITEMS NOT INCLUDED - 15%	L SUM	1	$ 37,062.15	$ 37,062.15
				CONSTRUCTION TOTAL			$ 284,143.15
				CONTINGENCY - 10%			$ 28,414.32
				2020 PROJECT COST			$ 312,557.47

Design Assumptions:

2021 Average Bid Prices with 4% increase per year

Clean and Seall all Joints

3% Panel - Full Depth Repairs

1% Panel - Spall Repairs

2022	$ 325,000.00
2023	$ 338,000.00
2024	$ 352,000.00
2025	$ 366,000.00
2025	$ 381,000.00

URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET

DATE:_____

PRIORITY#_____ Regional: Yes Urban Roads: No

City:____Bismarck_____ Street:___Bismarck Expressway/ND 810 intersections, Washington St to 26th St, Denver& Washington St, and Arbor Avenue at 7th & 9th St_____

County:____Burleigh_____ Length:_____11,600'/2.20 Miles_____

Proposed Improvement: _____Upgrade Traffic Signal equipment that has exceeded it's expected service life as shown in the NDDOT traffic signal data base.

_____

Cost Estimates Breakdown (in $1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
150	300	0	0	3,000	0	0	3,450

Present Road: Surface Width? _____60'_____ Surface Type?___Asphalt_____

On Street Parking Allowed? ___No__ Present: **(No)** One Side Both Sides Angle Parallel
Proposed: **(No)** One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: _12,000 to 28,000 Yr: __2019____ Travel Way Width : ___60'_____
ADT Design: _____ Design year _____ No. of Lanes: _____5-Lanes_____
Design Speed: _____40 MPH_____ Roadway Width: _____60'_____
Maximum Curve: _____NA_____ Min. R/W Width:_____100'_____
Maximum Grade: _____NA_____

Right of Way

Will Additional ROW or easement be acquired? ____No____ ROW acquisition by: City DOT

Has any ROW easements been acquired since 7-1-72: __Yes_ ROW Condemnation by: City DOT
Est. No. of occupied family dwelling to be displaced? ___No___
Est. No. business to be displaced? _____No_____

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): _____No____
_____
Will there be any impacts to 4(f) or 6(f) properties:
____No_____
Airports: _____ Public Hearings: _____No_____
Environmental Classification (Cat-Ex, EA, EIS):_____Cat-ex_____
Transportation Enhancements: _____No_____
Intermodal: _____No_____
Pedestrian Needs: _____No_____

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA						

Purpose and Need Statement:

The propose and need for this project is to improving safety and operations by replacing traffic signal poles and equipment that has reached the end of their useful life. The traffic signal controllers were upgraded in 2016. The majority of the traffic signal standards were installed in 1982 and have exceeded their expected service life.

_____
_____
_____
_____
_____
_____

Existing Conditions:

1. When was the current street section built? 1982 Has there been any additional maintenance to the street section? Yes, 2011
   _____

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? 5- 12'traffic lanes with turnings lanes at various intersections throughout the corridor

3. What is the condition of the pavement section? Scheduled for mill and overlay in 2022

   A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
   B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

4. Any existing geometric concerns? No

5. Are there any access points to adjoining properties that present a special concern?
   No

6. Are there any existing sidewalks or shared use path in place?
   Sidewalks are in place along Bismarck Expressway between Washington street and 18th Street. No sidewalks or multi-use facility is currently in place to the east of 18th Street along Bismarck Expressway.

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
   N/A

8. What is the condition of the city's water and sewer line? Good Will any work have to be done to the city's water and sewer lines along with this project?
   N/A

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
   Galvanized 40-foot Standards relamped with LED Fixtures

   What intersections currently have traffic signals? Washington @ Denver/Riverwood, Washington @Expressway,3rd St @ Expressway,7th St @ Expressway, 9th St @ Expressway, 12th St @ Expressway, Airport Road @ Expressway, 26th St @ Expressway, 7th St @ Arbor Avenue and 9th St @ Arbor Avenue. Are there any locations that have a high accident rate? High Crash Locations have been identified at the intersections of Washington St, 3rd St, 7th St, 9th St, and Airport Road on Bismarck Expressway. Are additional turning lanes needed? Turn lanes could be considered a 26th WB RT, Airport Rd RT on All Approaches, and at12th St, RT on Expressway

Remarks:

This proposed project will consist review of 10 traffic signal systems along Bismarck Expressway starting at Washington Street to 26th Street and along Arbor Avenue at 7th and 9th Street and the intersection of Denver Avenue/Riverwood Drive and Washington Street for removal or upgrade of equipment. These systems are currently running an actuated coordinated schedule with communication between intersections using fiber optic conductor. The items to be included but not limited to as part of the project are upgrading ATC cabinets and McCain controllers, emergency vehicle pre-emption equipment, foundations, galvanized traffic signal standards, conduit, conductor, vehicular and pedestrian signal heads, fiber optic interconnect system, pedestrian activated pushbuttons and signage. The majority of the traffic signal standards were installed as part of the original Bismarck Expressway construction project in 1982 and are approaching 40 years of service.

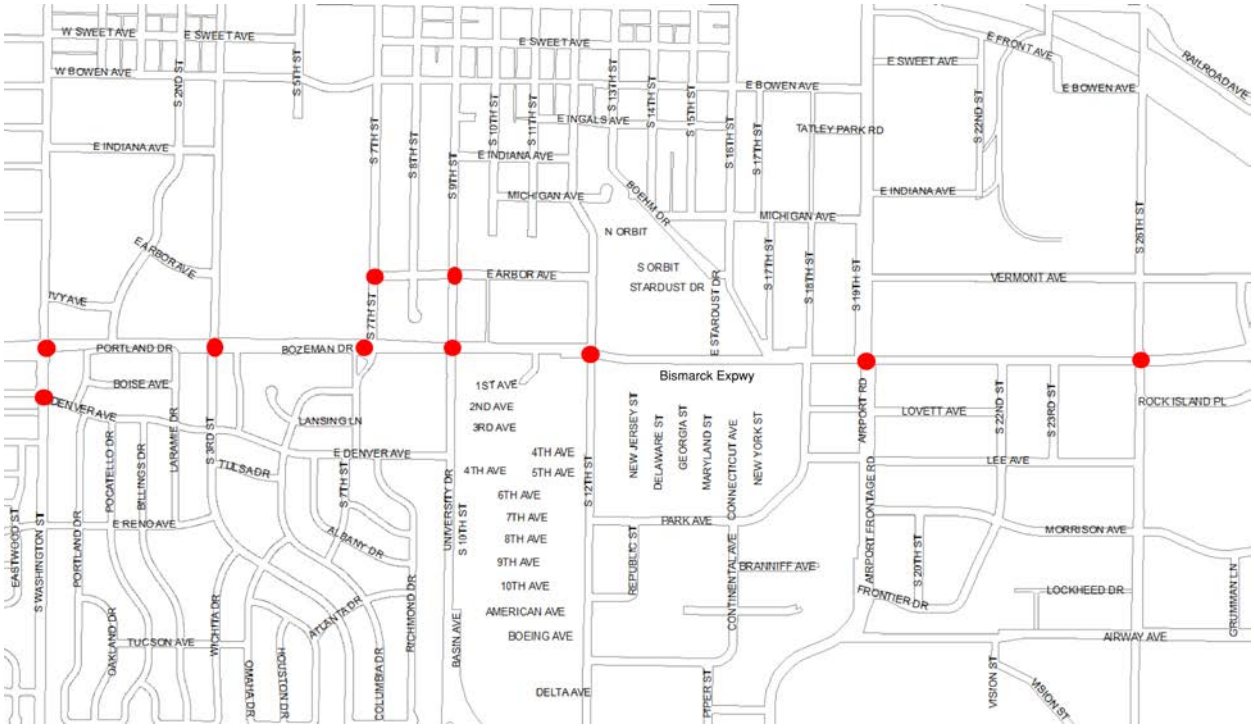
The upgrading of this traffic signal equipment will improve safety by replacing the traffic signal poles that have reached the end of their service life. Upgrading the controller equipment to be compatible with the Econolite Centracs traffic management system will provide the opportunity for more versatility of operations and improved communications.

This proposed project could potentially be combined with the Bismarck Expressway mill and overlay project that is to be bid and constructed in 2022, if funding allows. Impacting a major corridor for one construction season would be more acceptable to the public than having projects for multiple years in a row.

City Engineer: _____ Date: 10/22/21

District Engineer: _____ Date: 10/21/21

Note: ***Please attach a map showing location and extent of the project and any additional supporting documents.***



The cost estimate for this project was based on the complete removal and replacement of all the traffic signal equipment at each intersection.

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EXHIBIT Q

URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET

DATE:_____10/15/2021_____

PRIORITY#_____ Regional: Yes Urban Roads: No

City:____Bismarck_____ Street:_ Constr. limits: State St/ Boulevard Ave – 6th St to Divide Ave, ESA Limits: Same as construction limits

County:___Burleigh_____ Length:_State St / Boulevard Ave – 4100'/0.78 Miles,

Proposed Improvement: _____Concrete Pavement Repairs and Grinding, ADA ramp replacements_____

_____

Cost Estimates Breakdown (in $1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
60	120	0	0	1,190	0	0	1,370

Present Road: Surface Width? ____48' – 72'_____ Surface Type?____Concrete_____

On Street Parking Allowed? __No__ Present: **(No)** One Side Both Sides Angle Parallel
Proposed: **(No)** One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: _27,000 – 17,000_ Yr: ____2018___
ADT Design: __30,000_____ Design year __2040_
Design Speed: _____25 – 40 MPH_____
Maximum Curve: _____NA_____
Maximum Grade: _____NA_____

Travel Way Width : __48' – 72'_____
No. of Lanes: ___4 - 6_____
Roadway Width: ___48' – 72' _____
Min. R/W Width:___100'_____

Right of Way

Will Additional ROW or easement be acquired? ___No_____ ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: __Yes_ ROW Condemnation by: City DOT
Est. No. of occupied family dwelling to be displaced? __0____
Est. No. business to be displaced? _____0_____

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources):

No

Will there be any impacts to 4(f) or 6(f) properties:

No

Airports: No Public Hearings: No

Environmental Classification (Cat-Ex, EA, EIS): Cat-ex

Transportation Enhancements: No

Intermodal: No

Pedestrian Needs: No

Railroads Crossings

RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA						

Purpose and Need Statement:

The purpose of the project is to restore distressed, faulted and spalled concrete areas and to extend the useful life of the pavement and ADA upgrades as necessary.

Existing Conditions:

1. When was the current street section built? State St/Boulevard – 2002-2003. Has there been any additional maintenance to the street section? Bismarck does crack sealing and small pavement repairs using Dyna-patch materials.

   How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? Varied typical section from 4 – 12’ travel lanes on Boulevard Avenue to 6 – 12’ travel lanes with divided median on State St.

2. What is the condition of the pavement section? Pavement Management rating at the most recent survey in 2016 was a PCI value of 85. Utilizing pavement management predations models this roadway PCI value in 2020 was 81 and will

reach a PCI value of 76 at the year 2025.

A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?

B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking. At the time of the pavement survey in 2016 the follow distress was noted: 93% of the joint sealant was damaged, 22% of the slabs have joint spalling, 10% of the slabs contain linear cracking, 5% of the slabs have patch cuts and 11% of slabs have corner spalling.

Any existing geometric concerns? Curve, speed and access locations currently being studied as part of NDDOT road safety review. Analysis has not been completed as of 10/15/21 but opportunity to combine safety improvements on State St with CPR work may be beneficial.

4. Are there any access points to adjoining properties that present a special concern?
Capital grounds access and the intersection of State St and Boulevard Avenue are currently being looked at as a safety study. Possibility to combine safety project (if one is programmed) with CPR project.

5. Are there any existing sidewalks or shared use path in place?
Multi-use trial along the west side State Street through the Capital Grounds. Sidewalks on both side of Boulevard Avenue.

6. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Good, Not at this time.

7. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
Good Not at this time

8. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
State St and Boulevard Avenue have 40' galvanized steel poles and were relamped with LED luminaires in 2020

9. What intersections currently have traffic signals? Divide Avenue, 9th St, 7th St, and 6th St. along State St/Boulevard, Are there any locations that have a high accident rate? The intersection of Divide Avenue and State Street was identified as a high crash location in the 2018-2020 report. Improvements to the Divide Avenue intersection are being reviewed as part of a safety/CPR project on State Street north of Divide Avenue to Calgary Avenue. Are additional turning lanes

needed? Not at this time.

Remarks:
The request for this project is based on the pavement condition. According to the City of Bismarck's Pavement Management System score for this section of roadway, this section of roadway should have concrete pavement and joint sealant repairs performed.

State St/Boulevard Av was reconstructed in 2002-2003 with 8" doweled concrete pavement on 24" of blended base course. The pavement is repaired as needed when blow outs and joint delamination occur. Corner spalls are filled with dura-patch material, an asphalt mixture with crushed granite.

Existing city underground infrastructure is adequate and does not require any upgrading. The current lighting system is laid out in a staggered configuration of 40' galvanized steel poles with LED luminaires.

City Engineer: _____ Date: 10/22/21

District Engineer: _____ Date: 10/21/21

Note: ***Please attach a map showing location and extent of the project and any additional supporting documents.***


State Street
Divide Avenue
Capital Grounds Access
State Street
Boulevard Avenue
Boulevard Avenue
6th St
7th St
9th St
HARMON AVE
LAFOREST AVE
BRAMAN AVE
HANAFORD AVE
PORTER AVE
N 11TH ST
N 12TH ST
N 13TH ST
N 14TH ST
N 15TH ST
STATE ST

CITY OF BISMARCK - ENGINEERING DEPT.

ND DOT Project Estimate

Prepared on: 10/4/21

State Street from Boulevard Ave to Divide Avenue

Boulevard Ave from 6th St to State St

Item No.	Spec No.	Code No.	Description	Unit	Approx. Quantity	Unit Price		Amount
1	103	100	CONTRACT BOND	L SUM	1	$ 10,000.00	$ 8,480.41	$ 10,000.00
2	202	114	REMOVAL OF CONCRETE PAVEMENT	SY	350	$ 15.50	$ 14.31	$ 5,425.00
3	202	130	REMOVAL OF CURB & GUTTER	LF	1,000	$ 5.00	$ 13.88	$ 5,000.00
4	203	101	COMMON EXCAVATION-TYPE A	CY	150	$ 130.00	$ 4.16	$ 19,500.00
5	203	109	TOPSOIL	CY	30	$ 4.50	$ 4.17	$ 135.00
6	251	300	SEEDING CLASS III	SY	200	$ 3.00	$ 810.88	$ 600.00
7	253	200	HYDRAULIC MULCH	SY	200	$ 3.00	$ 0.42	$ 600.00
8	302	101	SALVAGED BASE COURSE	CY	60	$ 50.00	$ 39.52	$ 3,000.00
9	570	650	CONCRETE PAVEMENT REPAIR-FULL DEPTH-DOWE	SY	1,500	$ 198.00	$ 171.85	$ 297,000.00
10	570	963	TRANSVERSE PCC JOINT CLEANING & SEALING	LF	22,540	$ 1.70	$ 15.40	$ 38,318.00
11	570	965	LONGITUDINAL PCC JOINT CLEANING & SEALING	LF	38,540	$ 1.70	$ 6.75	$ 65,518.00
12	570	966	RANDOM PCC CRACK CLEANING & SEALING	LF	1,870	$ 5.00	$ 7.60	$ 9,350.00
13	570	1512	SPALL REPAIR-PARTIAL DEPTH	SF	1,000	$ 65.00	$ 62.40	$ 65,000.00
14	702	100	MOBILIZATION	L SUM	1	$ 60,000.00	$ 146,754.97	$ 60,000.00
15	704	1100	TRAFFIC CONTROL	L SUM	1	$ 30,000.00	#N/A	$ 30,000.00
16	709	151	GEOSYNTHETIC MATERIAL TYPE R1	SY	200	$ 2.00	$ 1.69	$ 400.00
17	748	140	CURB & GUTTER-TYPE I	LF	1,000	$ 31.00	$ 30.95	$ 31,000.00
18	750	140	SIDEWALK CONCRETE 6IN	SY	350	$ 80.00	$ 57.45	$ 28,000.00
19	750	2115	DETECTABLE WARNING PANELS	SF	350	$ 55.00	$ 54.01	$ 19,250.00
20	762	122	PREFORMED PATTERNED PVMT MK-MESSAGE(GRO	SF	432	$ 24.00	$ 30.78	$ 10,368.00
21	762	1305	PREFORMED PATTERNED PVMT MK 4IN LINE-GROO	LF	4,200	$ 5.00	$ 4.83	$ 21,000.00
22	762	1307	PREFORMED PATTERNED PVMT MK 6IN LINE-GROO	LF	660	$ 9.00	$ 8.17	$ 5,940.00
23	762	1309	PREFORMED PATTERNED PVMT MK 8IN LINE-GROO	LF	1,830	$ 10.00	$ 10.48	$ 18,300.00
24	762	1325	PREFORMED PATTERNED PVMT MK 24IN LINE-GRO	LF	390	$ 41.00	$ 35.75	$ 15,990.00
25	SP	1	SIGNS	L SUM	1	$ 10,000.00		$ 10,000.00
26	SP	2	DESIGN ITEMS NOT INCLUDED - 15%	L SUM	1	$ 115,454.10		$ 115,454.10
				CONSTRUCTION TOTAL				$ 885,148.10
				CONTINGENCY - 10%				$ 88,514.81
				2020 PROJECT COST				$ 973,662.91

Design Assumptions:

2021 Average Bid Prices with 4% increase per year
Clean and Seall all Joints
3% Panel - Full Depth Repairs
1% Panel - Spall Repairs

2022	$ 1,013,000.00
2023	$ 1,054,000.00
2024	$ 1,096,000.00
2025	$ 1,140,000.00
2025	$ 1,186,000.00

URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET

DATE:_____

PRIORITY#_____ Regional: Yes Urban Roads: No

City:____Bismarck_____ Street:___State St/US83 – Calgary Ave to 57th Ave

County:_____Burleigh_____ Length:_____8,000'/1.50 Miles_____

Proposed Improvement: _____Prepare environmental documentation for the potential future reconstruction and widening to 6-lane section with median_____

Cost Estimates Breakdown (in $1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
500	0	0	0	0	0	0	500

Present Road: Surface Width? 40'with Divide Median Surface Type?___Asphalt_____

On Street Parking Allowed? ___No__ Present: **(No)** One Side Both Sides Angle Parallel
Proposed: **(No)** One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: _25,000 Yr: __2019____ Travel Way Width : ___60'_____
ADT Design: _46,500__ Design year 2040 No. of Lanes: _____5-Lanes_____
Design Speed: _____40 MPH_____ Roadway Width: _____40'_____
Maximum Curve: _____ Min. R/W Width:_____200'_____
Maximum Grade: _____

Right of Way

Will Additional ROW or easement be acquired? ____No____ ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: __Yes_ ROW Condemnation by: City DOT
Est. No. of occupied family dwelling to be displaced? ____No__
Est. No. business to be displaced? _____No_____

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): No

Will there be any impacts to 4(f) or 6(f) properties:
No

Airports: _____ Public Hearings: Yes

Environmental Classification (Cat-Ex, EA, EIS): Cat-ex

Transportation Enhancements: Yes

Intermodal: _____

Pedestrian Needs: Yes

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
No						

Purpose and Need Statement:

The propose and need for this project is to begin the environmental documentation process for a future project to reconstruct and widening State Street/US 83 to improving safety and operations. Project would address delay to the traveling public.

Existing Conditions:

1. When was the current street section built? 1979 Has there been any additional maintenance to the street section? Yes, 2020

2. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes? 4 - 12'traffic lanes with divided median and turnings lanes at various intersections throughout the corridor

3. What is the condition of the pavement section? mill and overlay with micro surfacing in 2020

    A. If the pavement section is asphalt, is there any alligator cracking,

longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting? NA, see comment above

B. If the pavement section is concrete, are there any broken slabs, faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

_____

_____

4. Any existing geometric concerns? Yes

_____

5. Are there any access points to adjoining properties that present a special concern?
No

6. Are there any existing sidewalks or shared use path in place?
No

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
Rural Roadway with ditches

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
NA

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
Galvanized 40-foot Standards with LED Fixtures

What intersections currently have traffic signals? Calgary Avenue, 43rd Avenue, Skyline Boulevard, LaSalle Ave, 57th Ave. Are there any locations that have a high accident rate? 43rd and Calgary intersections are High Crash locations (2018-2020). Are additional turning lanes needed? No, additional turn lanes are needed

Remarks:

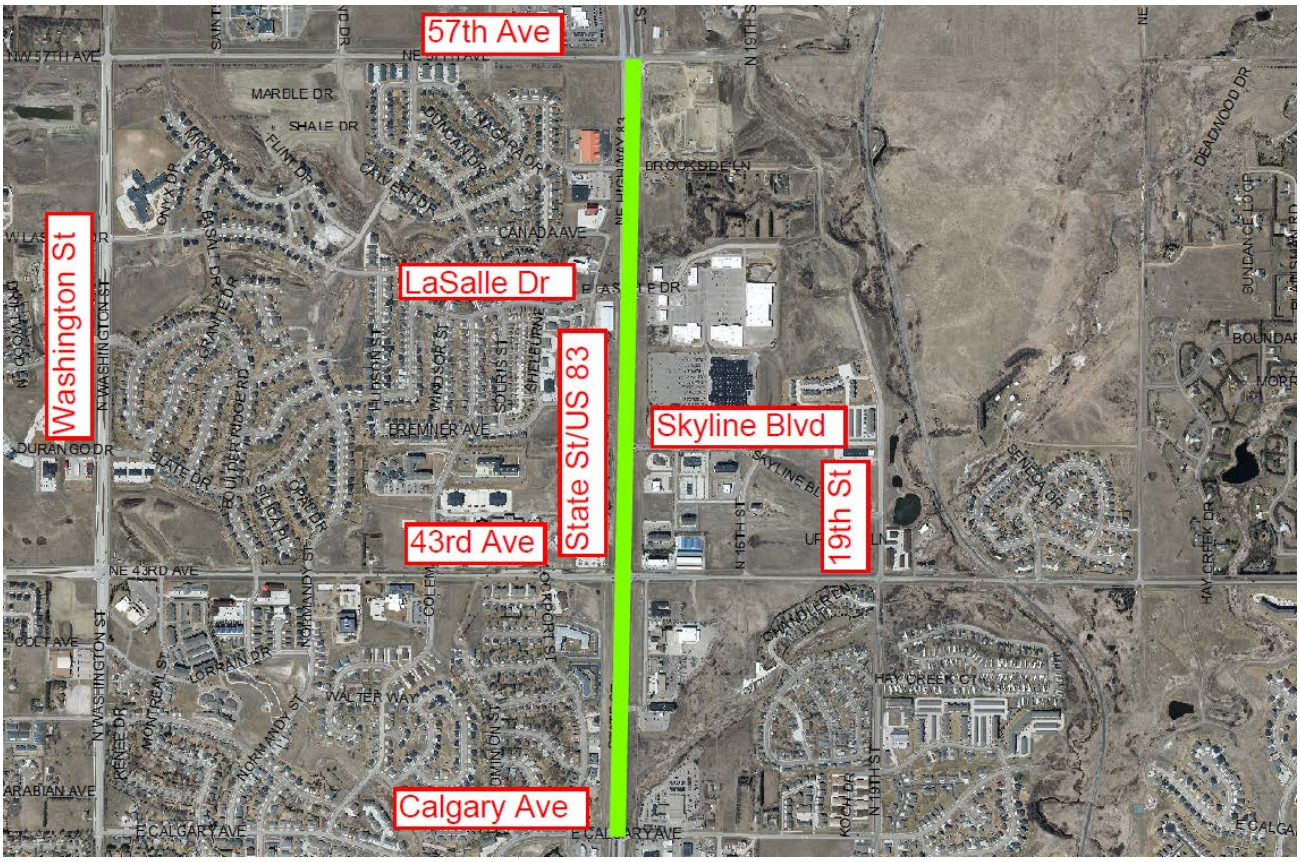
The City of Bismarck, working with the MPO, has conducted many planning studies to look at opportunities to develop north-south corridors through Bismarck. This has resulted in improvements to existing North-south corridor crossings of I-94. As Bismarck continues to have more and more growth to the north, the planning for north south arterial corridors has been implemented. The City has half cent sales tax available for consideration of additional for this corridor as well as others that the voters approved in 2018.
Commercial developments are attracted to corridors which are heavily traveled. The city of Bismarck has a Land Use plan to be used as part of the development process. Previous planning studies, US 83 Corridor Study 2006 – partnership with NDDOT identified US 83 as commercial corridor through ND 1804. More recent planning studies including US 83 Alternative identified either 4-lane expressway

concept with limited access and interchanges at key intersecting roadways or 6-lane urbanization concept similar to the corridor characteristics on State ST south of Calgary Ave.
Arrive 2045 MTP has identified the US 83/State St. as a “Short Term” phase project (2020 -2030). The 2020-2045 MTP further compared the various options presented in the studies and concluded 6-lane alternatives with at grade intersections and access control north of 57th Ave resulted in lower costs to construct as well as highest benefit to the transportation system in terms of network delay. The access density between Calgary Avenue and 57th Avenue is much lower than compared to State Street south of Calgary Avenue. This benefits today’s traffic by allowing the existing 4-lane rural section roadway to perform adequately in most circumstances. It also benefits future traffic with assurance that the likelihood is low that additional access points onto the roadway.

City Engineer: _____ Date: _____

District Engineer: _____ Date: _____

Note: ***Please attach a map showing location and extent of the project and any additional supporting documents.***



a

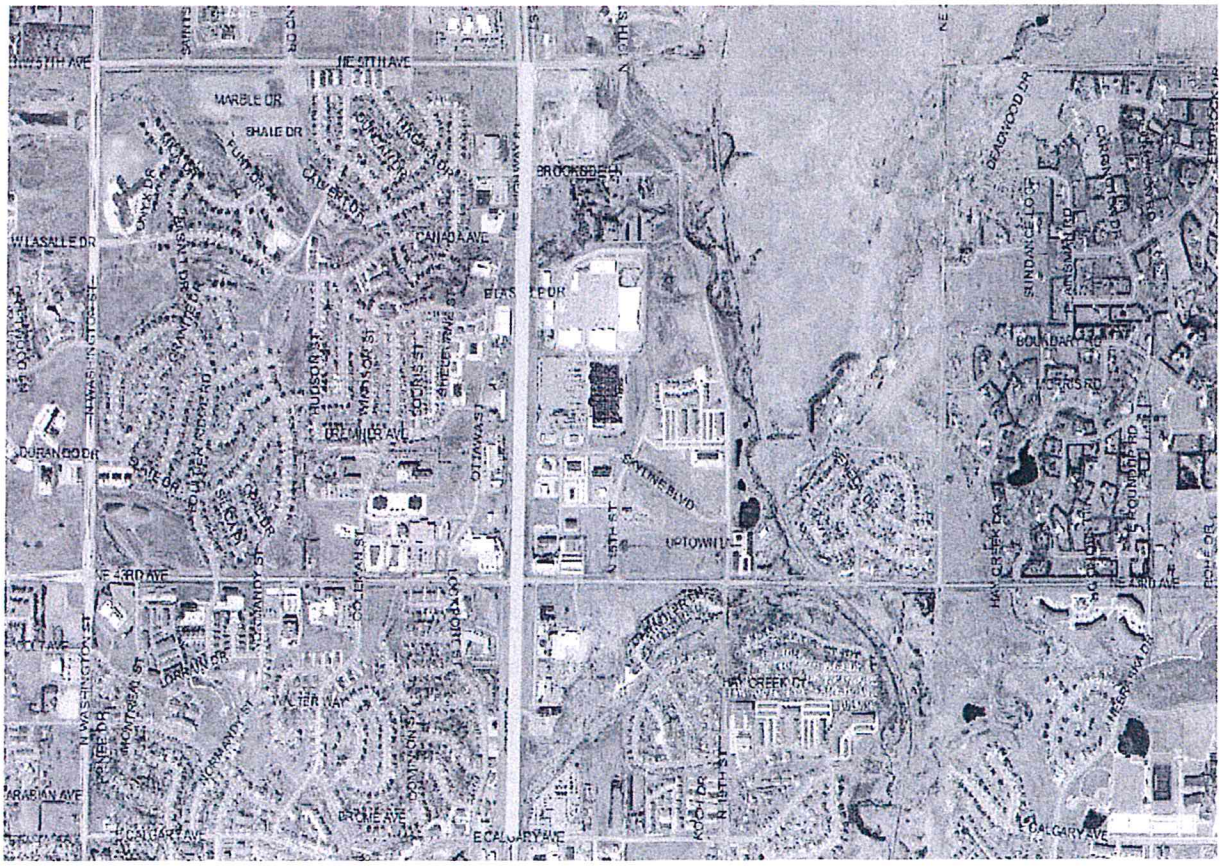
concept with limited access and interchanges at key intersecting roadways or 6-lane urbanization concept similar to the corridor characteristics on State ST south of Calgary Ave.

Arrive 2045 MTP has identified the US 83/State St. as a "Short Term" phase project (2020 -2030). The 2020-2045 MTP further compared the various options presented in the studies and concluded 6-lane alternatives with at grade intersections and access control north of 57th Ave resulted in lower costs to construct as well as highest benefit to the transportation system in terms of network delay. The access density between Calgary Avenue and 57th Avenue is much lower than compared to State Street south of Calgary Avenue. This benefits today's traffic by allowing the existing 4-lane rural section roadway to perform adequately in most circumstances. It also benefits future traffic with assurance that the likelihood is low that additional access points onto the roadway.

City Engineer: _____ Date: 10/22/21

District Engineer: _____ Date: 10/21/21

Note: ***Please attach a map showing location and extent of the project and any additional supporting documents.***



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URBAN REGIONAL & URBAN ROADS
PROJECT SCOPING WORKSHEET

DATE:_____10/15/2021_____

PRIORITY#_____ Regional: Yes Urban Roads: No

City:_____Bismarck_____ Street:_Constr. & ESA Limits: State Street/US 83 - 43rd Ave to Calgary Ave._____

County:_____Burleigh_____ Length:_____2630'/0.50 miles_____

Proposed Improvement: ____Multi-use Trail along the west side of State St./US 83_____

_____

_____

Cost Estimates Breakdown (in $1,000)							
PE	CE	R/W	Utility	Constr.	Bridges	Non-Participating	Total
15	31	0	0	310	0	0	356

Present Road: Surface Width? Divide Hwy, No Ped Facility Surface Type?___Asphalt_____

On Street Parking Allowed? __No___ Present: (No) One Side Both Sides Angle Parallel
Proposed: (No) One Side Both Sides Angle Parallel

Proposed Improvements

ADT Present: _____NA_____ Yr: ____NA_____
ADT Design: ____NA___ Design year ___NA___
Design Speed: _____NA_____
Maximum Curve: _____NA_____
Maximum Grade: _____NA_____

Travel Way Width : _____10'_____
No. of Lanes: _____1_____
Roadway Width: _____10'_____
Min. R/W Width:_____NA_____

Right of Way

Will Additional ROW or easement be acquired? _____No___ ROW acquisition by: City DOT
Has any ROW easements been acquired since 7-1-72: __No__ ROW Condemnation by: City

DOT
Est. No. of occupied family dwelling to be displaced? ___None___
Est. No. business to be displaced? _____None_____

Impacts

Will there be any additional Impacts (Cultural and Environmental Resources): ____No_____
_____
Will there be any impacts to 4(f) or 6(f) properties:
_____No_____
Airports: _____No_____ Public Hearings: _____None_____
Environmental Classification (Cat-Ex, EA, EIS):_____Catex_____
Transportation Enhancements: _____
Intermodal: _____
Pedestrian Needs: _Extension of existing multiuse trail to connect to existing multiuse trail linking commercial development areas_____

Railroads Crossings						
RR Name	No. Xings	No. Tracks and Type of Crossing	Daily Train Movements	Train Speed	Present Protection	Proposed Protection
NA						

Purpose and Need Statement:

__The purposed of the project is to provide additional pedestrian/bicycle connectivity in order to promote and improve safety and mobility of the pedestrian/bicycle users with in the public right of way that are currently utilizing the shoulder of a high-speed vehicular roadway.
_____
_____
_____

Existing Conditions:

When was the current street section built? Has there been any additional maintenance to the street section?
NA_____

1. How many driving lanes and turning lanes does the street section currently have and what is the widths of the driving and turning lanes?
__NA_____

2. What is the condition of the pavement section? NA

   A. If the pavement section is asphalt, is there any alligator cracking, longitudinal cracking, transverse cracking, raveling, bituminous patching or rutting?
   B. If the pavement section is concrete, are there any broken slabs,

faulting, bituminous patching, joint spalling, transverse cracking, or longitudinal cracking.

4. Any existing geometric concerns? NA

5. Are there any access points to adjoining properties that present a special concern?
NA

6. Are there any existing sidewalks or shared use path in place?
No

7. What is the condition of the existing storm sewer? Will any additional storm sewer work need to be done along with this project?
NA

8. What is the condition of the city's water and sewer line? Will any work have to be done to the city's water and sewer lines along with this project?
NA

9. Describe the existing lighting system currently in place? What type of standards and luminaires are currently being used?
Roadway Lighting is in place

10. What intersections currently have traffic signals? Are there any locations that have a high accident rate? Are additional turning lanes needed?
Traffic signals are in place along State St at 43rd Avenue and Calgary Avenue. No lcations have a high crash rate. No additional turning lanes are need.

Remarks:
The project includes approximately 2500 LF of asphalt pavement trail extension from the northwest pedestrian ramp of US 83/Calgary Avenue to the southwest pedestrian ramp of US 83/43rd Avenue. The 10' wide shared use path would be an extension of the north/south path along State Street that terminates at the ND Capitol Grounds and provides connectivity to east/west facilities such as sidewalks and on-street bike lanes on Divide Avenue and sidewalks and shared use paths on Century Avenue and 43rd Avenue.

The purpose of this project is to provide increased network connectivity of the non-motorized user by filling in what will be a gap in the network by 2022. This project would provide additional access to retail, shopping and housing uses in north Bismarck and provide critical system linkage to recently constructed or programmed pedestrian facilities on 43rd Avenue NE.

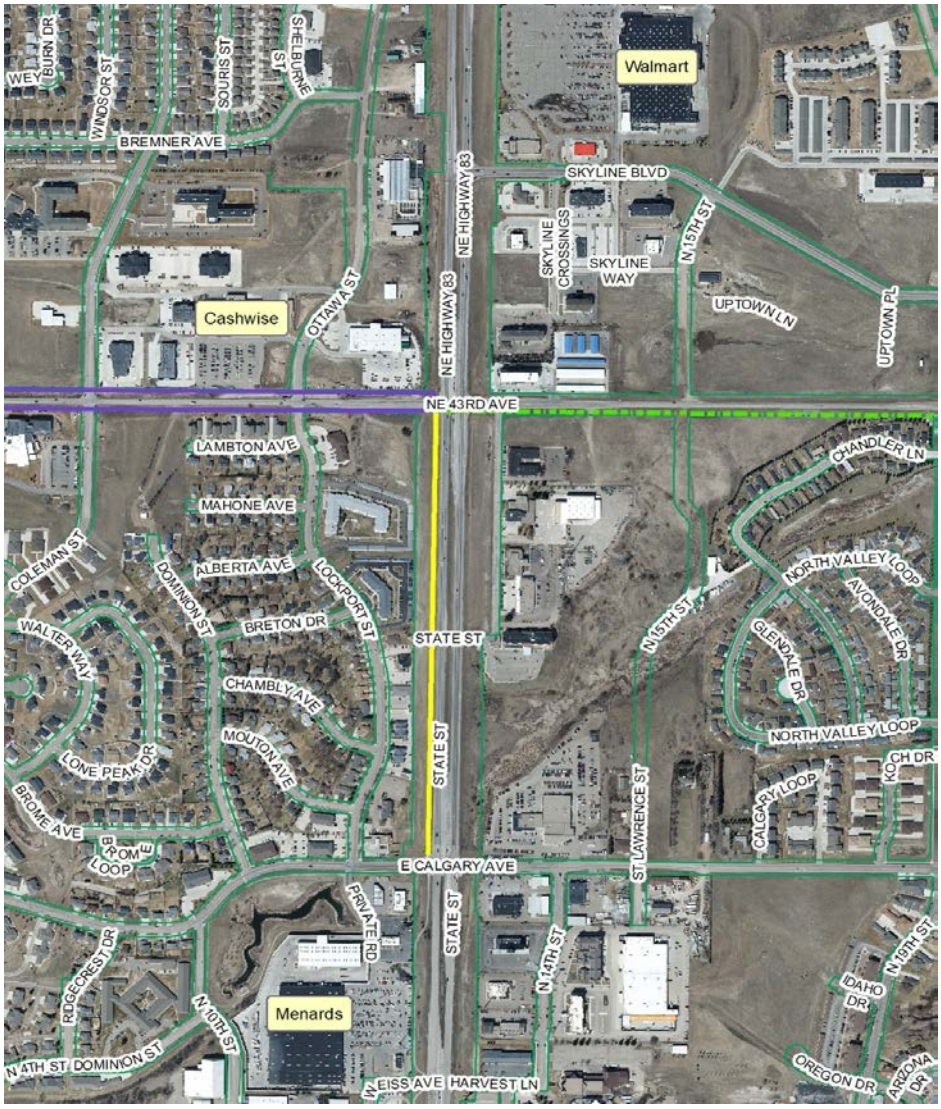
The 2017 Bismarck Mandan Bicycle and Pedestrian plan identified continuing connections of non-motorized transportation facilities along State Street between Calgary Avenue and 43rd Avenue. All modifications to the signal system at US 83/43rd Avenue would be included in the 43rd Avenue reconstruction project and no funds are being requested from the urban regional program for that work. Comments/requests from the public and observation of pedestrians walking along the shoulder of US83/State Street including motorized wheel chairs.

City Engineer: _____ Date: 10/22/21

District Engineer: _____ Date: 10/21/21

Note: ***Please attach a map showing location and extent of the project and any additional supporting documents.***

The project is located along US 83/State Street beginning north of Calgary Avenue and continuing north to 43rd Avenue NE as shown in yellow. The purple lines reflect shared use path (north side) and sidewalks (south side) installed in 2020 as part of the 43rd Avenue NE reconstruction. The dashed green lines reflect the shared use path programmed for inclusion in the 43rd Avenue NE reconstruction project between State St and 26th Street programmed for 2023 construction.



US 83/State Street Trail						
Estimate of Cost						
City of Bismarck October 2021						
	ITEM	DESCRIPTION	UNIT	QUANTIT	UNIT PRICE	TOTAL COST
	1	Contract Bond	LS	1	$ 5,000.00	$ 5,000.00
	2	Common Excavation	CY	1350	$ 32.00	$ 43,200.00
	3	Subgrade Preparation-Type A-12 IN	Sta	25	$ 320.00	$ 8,000.00
	4	Topsoil	CY	700	$ 21.00	$ 14,700.00
	5	Seeding Class III	ACRE	1.5	$ 1,550.00	$ 2,325.00
	6	Hydraulic Mulch	ACRE	1.5	$ 3,200.00	$ 4,800.00
	7	Aggregate Base Closures CL 5	TON	1350	$ 52.00	$ 70,200.00
	8	SS1H or CSS1H or MS1 Emulsified Asphalt	SY	2000	$ 3.50	$ 7,000.00
	9	Commercial Grade Hot Mix Asphalt	TON	500	$ 115.00	$ 57,500.00
	10	PG-58-28	TON	50	$ 58.00	$ 2,900.00
	11	Mobilization	LS	1	$ 20,000.00	$ 20,000.00
	12	Traffic Control	LS	1	$ 5,000.00	$ 5,000.00
	13	Erosion Control	LS	1	$ 5,000.00	$ 5,000.00
					Estimated Construction Cost=	$ 245,625.00
					(undeveloped Design Details) CONTINGENCY (10%)=	$ 47,135.00
					TOTAL ESTIMATED CONSTRUCTION COST BASE BID=	$ 292,760.00
					2% inflation index for 3 years	$ 310,679.25

EXHIBIT T

December 20-21, 2021

Re: **Rail/ Highway Crossing Safety Program**

Two projects were received for the 2022 Rail/Highway Crossing Safety Program. The submitting jurisdiction was the City of Bismarck. Urban Rail projects are not scored by staff or ranked by a committee, but they may be prioritized by TAC and Policy Board prior to submission to NDDOT.

Jurisdiction	Type	Project Location: Description	Total Cost / Federal	MTP	Points
Bismarck	Removal/ Reconstruction	**Main Avenue between 24th and 26th Streets:** Removal of rail crossing and related infrastructure (signal cantilever/foundations, gate masts/foundations, incidentals); Restoration of roadway, curb/gutter, sidewalk as needed	$116,000/$104,400	Yes	NA
Bismarck	Upgrade/ Construction	**Morrison Avenue Railroad Crossing:** Rail crossing upgrade to the Norther Plains Commerce Center rail spur, including rail signal and related elements	$150,000/$135,000	Yes	NA

//RAD December 2021

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EXHIBIT U

From:	Gabe Schell
To:	Rachel A. Drewlow
Cc:	Mark Berg; Michael Mart; Styron, James D.
Subject:	Main Ave Rail Removal Submittal
Date:	Wednesday, December 1, 2021 3:30:45 PM
Attachments:	Exhibit.pdf

Rachel,

The City of Bismarck, NDDOT and DMVW are programming a project on Main Avenue between 24th Street and 26th Street to remove the abandoned rail crossing and related infrastructure. The project includes removing the at-grade surface crossing material, signal cantilevers/foundations, gate masts/foundations and incidentals. The project would restore these areas with concrete pavement, curb and gutter and sidewalk as applicable. DMVW will remove the railroad related infrastructure and will hire a contractor with City assistance to restore the removed areas to a condition serviceable for traffic.

Rail safety funding is 90% federal and 10% city for the actual costs of the entire project. The City has budgeted the estimate local share in the 2022 budget. The estimated restoration cost is $116,000 but that excludes any DMVW costs to perform the removals. For the purpose of TIP development, I'm not sure which cost (local or total project) the NDDOT will show. I would suggest we follow their lead in however they report Rail Safety project costs in their STIP and replicate in our TIP.

I've attached an exhibit showing the proposed work area for reference. Please consider this our "application" to be reviewed by MPO staff/TAC/Policy Board.

Thanks and please let me know if you have any questions.

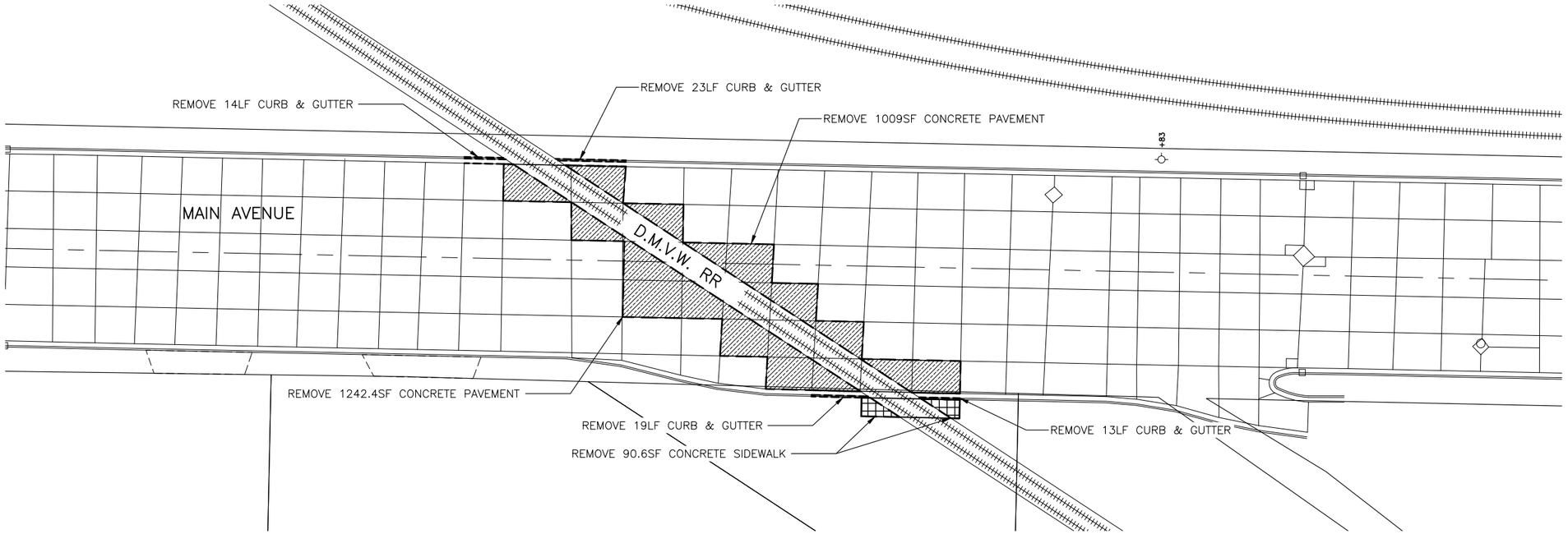
Gabe Schell, PE
City Engineer

City of Bismarck Engineering Dept.
221 N 5th St.
PO Box 5503
Bismarck, ND 58501

Office: 701-355-1505
Fax: 701-222-6593
Website: bismarcknd.gov
Facebook: facebook.com/bismarcknd.gov | Twitter: twitter.com/BismarckNDGov | Instagram: bismarckndgov

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CONSTRUCTION NOTES



CAUTION

THE LOCATIONS OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. NOT ALL EXISTING UTILITIES ARE SHOWN. CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES OR REPAIRING ANY DAMAGE WHICH OCCURS DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

N

0 20 40

NGVD 29

CURB AND GUTTER REMOVAL

SIDEWALK REMOVAL

CONCRETE REMOVAL

PRELIMINARY
NOT FOR
CONSTRUCTION

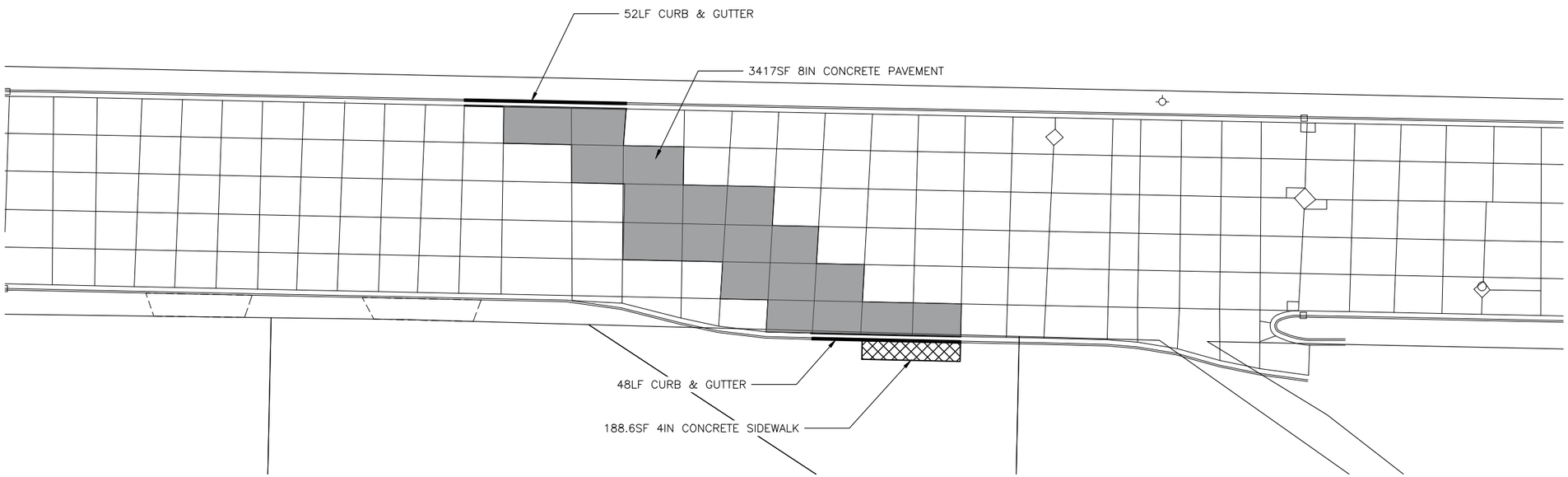
Bismarck ENGINEERING

MAIN AVENUE
REMOVAL

RAILROAD CROSSING REMOVAL
UNIT NO. 1
SHEET NO. 1 OF 2 SHEETS
BISMARCK, N.D. DATE: 12/01/2021

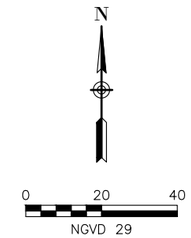
3+00 4+00

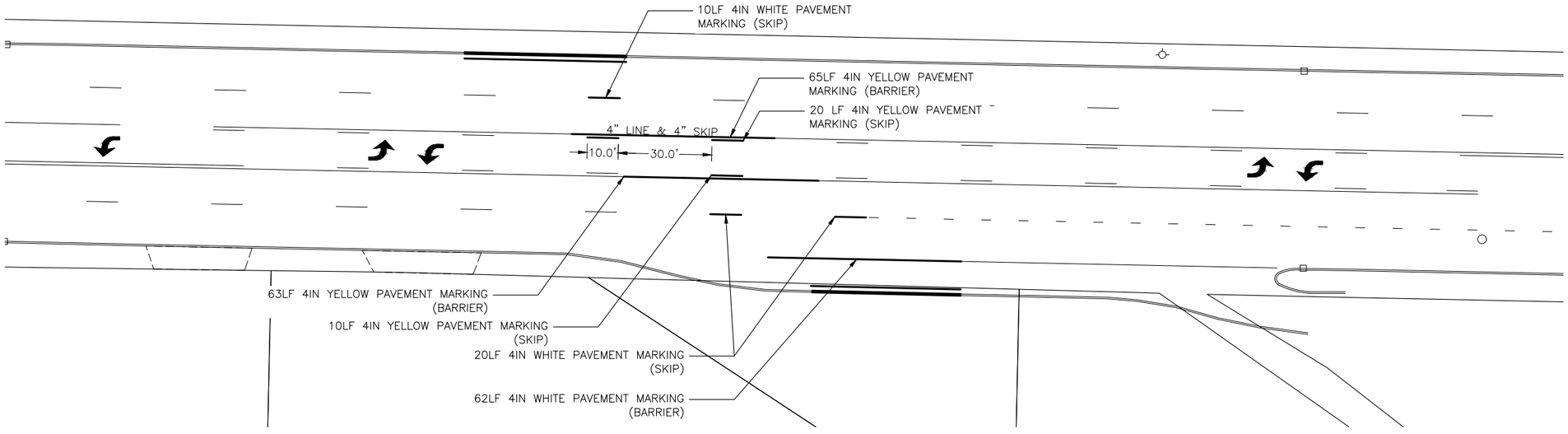
CONSTRUCTION NOTES



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CURB AND GUTTER REPAIR
PAVEMENT MARKING
CONCRETE PAVEMENT
SIDEWALK CONCRETE

PRELIMINARY
NOT FOR
CONSTRUCTION

Bismarck ENGINEERING

MAIN AVENUE
REPAIRS

RAILROAD CROSSING REMOVAL
UNIT NO. 1
SHEET NO. 2 OF 2 SHEETS
BISMARCK, N.D. DATE: 12/01/2021

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EXHIBIT V

From: Gabe Schell
To: Rachel A. Drewlow
Cc: Mark Berg; Styron, James D.
Subject: Railroad Solicitation - Morrison Ave
Date: Thursday, December 2, 2021 2:32:29 PM

Rachel,

We have another rail solicitation for the MPO's consideration. The project is located at the existing Morison Ave railroad crossing of the NPCC spur line. The project would consist of upgrading the crossing to include a rail signal and assorted appurtenances. The project is estimated at $150,000 with a 10% local cost share of $15,000.

Please consider this our application for rail funding to be considered by MPO TAC and Policy Board.

Gabe Schell, PE
City Engineer

City of Bismarck Engineering Dept.
221 N 5th St.
PO Box 5503
Bismarck, ND 58501

Office: 701-355-1505
Fax: 701-222-6593
Website: bismarcknd.gov
Facebook: facebook.com/bismarcknd.gov | Twitter: twitter.com/BismarckNDGov | Instagram: bismarckndgov

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Morrison Ave
© 2015 Google
Google earth
Imagery Date: 9/15/2014 46°47'24.42" N 100°43'59.13" W elev 1670 ft eye alt 2184 ft

EXHIBIT W

Bismarck·Mandan
METROPOLITAN PLANNING ORGANIZATION

2021-2022
UNIFIED PLANNING WORK PROGRAM

Draft Amendment
December 2021

THE SIGNATURE ON THE LINE THAT FOLLOWS CONSTITUTES THE OFFICIAL ADOPTION OF THE 2021-2022 UNIFIED PLANNING WORK PROGRAM (UPWP) BY THE BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION (MPO). THE UPWP WAS ADOPTED ON _____.

_____ _____

GERARLD WISE, CHAIRPERSON DATE
BISMARCK-MANDAN MPO

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
January 2021 through December 2022

TASK	TASITLE	PAGE
	Introduction	i
	UPWP New Additions	i
	Timeline for Metropolitan Transportation Plan	iii
	Planning Emphasis Areas	iv
	MPO Self Certification	v
	Bismarck-Mandan MPO Activities Supporting Title VI and Environmental Justice	iv
	ADMINISTRATION 100	1
101	Administration, Coordination & Transportation Performance Mngmt	2
102	Training, Travel and Education	5
103	Unified Planning Work Program	7
104	Computer Enhancement and Software	9
105	Transit System Administration and Liaison	11
	TRANSPORTATION PLANNING 200	13
201	Subcommittees	14
202	Monitoring and Reporting	16
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301	GIS Program	31
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INTRODUCTION

The Unified Planning Work Program (UPWP) is a description of the multi-modal transportation planning projects that will be conducted in the Bismarck/Mandan MPO area in calendar years 2021 and 2022. This biennial document is the foundation for requesting federal funds as well as a control tool for scheduling, budgeting and monitoring the transportation planning process.

The 2021-2022 UPWP was developed with the input of the North Dakota Department of Transportation (NDDOT), Federal Transit Administration (FTA), and Federal Highway Administration (FHWA), Bis-Man Transit and the jurisdictional partners of the MPO (Bismarck, Lincoln, Mandan, Burleigh County and Morton County). Also, public input from previous MPO studies were used to form the 2021-2022 UPWP.

The 2021-2022 UPWP is the MPO's budgeting action tool that takes the goals and projects from the active MPO Metropolitan Transportation Plan (2020-2045 Arrive 2045) and formats the chosen projects into a budgeting action plan.

It is hoped that this 2021-2022 UPWP will not only provide the MPO with a very useful budgeting, scheduling and monitoring tool, but will also provide an understandable expectation of what the MPO will endeavor in 2021 and 2022, with the public's help.

UPWP NEW ADDITIONS

This UPWP will address changes to our work products resulting from the COVID-19 pandemic. Reductions in travel during 2020 (the intended base year of our next model) affects the timing of our model update and resulting Travel Demand Model Review and Socio-Economic Projections Study (TDMSE) and Metropolitan Transportation Plan (MTP) updates. Additionally, reductions in local sales tax revenue is expected to limit our jurisdictions' ability to partner on planning studies. Therefore, we have reduced our expenditure for planning studies in 2021 (Task 204) and shifted our planned data acquisitions from 2021 to 2022 (Task 204). Planned studies in 2022 have not been as severely limited, and MPO staff will monitor the situation for potential revisions to Task 204 in the 2022 work program.

Through the document, work tasks were revised to more accurately reflect the changing activities and roles of MPO staff. These revisions will make it easier to record staff time dedicated to major work activities, and better plan for time allocation in the future.

The 2020-2045 Metropolitan Transportation Plan adopts the federal goals areas established thru the Infrastructure Investment and Jobs Act (IIJA) (formerly MAP-21 and FAST Act legislation):

1. Safety and Security
2. Infrastructure Conditions
3. Congestion Reduction
4. System Reliability for Freight Movement and Economic Vitality
5. Alternative Transportation Modes to Automobile Travel
6. Environmental Sustainability
7. Reduced Project Delay

Following is a table which identifies which MTP Goals are addressed by the 2021-2022 UPWP identified Studies.

MTP Goals

	1	2	3	4	5	6	7
Continuation of Intersection Analysis Study	x	x	x	x		x	x
Continuation of Pavement Condition Collection and Analysis Project	x	x		x			
Travel Demand Model and Socio-Economic Update (connected with the 2025-2050 Metropolitan Transportation Plan Update)	x	x	x			x	
ITS Update	x	x	x			x	
Sunset Corridor Study	x		x	x		x	x
Socio-Economic Data Purchase	x		x	x	x		
Origin-Destination Data Purchase	x		x	x			
Supplemental Traffic Counting	x				x		
East Main Avenue Corridor Study	x	x		x	x		
Transit Development Plan	x		x		x		

The MPO can move funding between tasks to an amount up to 10% of the total cumulative yearly amount, without North Dakota Department of Transportation (NDDOT) and Federal Highway Administration/Federal Transit Administration (FHWA/FTA) approval. Funding added over the contract amounts, new projects, or budgetary changes in excess of 10% (cumulative yearly amount) will continue to require NDDOT and FHWA/ FTA approvals of amendments to the UPWP. In addition, the MPO must advise the NDDOT and FHWA/FTA of any budgetary changes within the 10% limits described above.

TIMELINE FOR METROPOLITAN TRANSPORTATION PLAN

2021
- Develop RFP for a joint study: Travel Demand Model and Socio-Economic Update (TDMSE) **AND** the 2025-2050 Metropolitan Transportation Plan [1-2Q]
- Purchase Socio-Economic Data (Household and Employment Estimates) [2-3Q]
- IF NEEDED: 'Clean-Up' Socio-Economic Data [3-4Q]]
- Update the Traffic Analysis Zone (TAZ) Structure and roadway network to reflect current conditions [3-4 Q]
- ~~Purchase Origin-Destination Data to be used to calibrate the updated TDM [3-4Q]~~

2022
- Purchase Origin-Destination Data to be used to calibrate the updated TDM [1Q]
- Execute the Travel Demand Model and Socio-Economic Update (TDMSE) [1Q]
- Assess the need for additional data for the MTP and TDM [1Q]
- Determine Forecast Methodology and Growth Scenarios [1-2Q]
- Develop the baseline population and employment estimates and the 2045 projections [1-2Q]
- Allocate future residents and employees by TAZ (2035-2045 mid, 2045-2050 long) [1-2Q]
- Review the current Travel Demand Model [2-3Q]
- ATAC updates Travel Demand Model (TDM) [3-4Q]

2023
- Begin 2025-2050 MTP update [1Q]

2025
- Adoption of 2025-2050 MTP [1Q]

PLANNING EMPHASIS AREAS

FHWA and FTA have encouraged MPOs to give prioritization in project selection to the following Planning Emphasis Areas: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity.

The 2021-2022 UPWP contains several projects that embrace these concepts. The Transportation Performance Management (Task 201) will aid the MPO in its implementation of performance-based planning and reporting of performance measures, as prescribed under MAP-21 ~~Implementation,~~ and continued to thru the Infrastructure Investment and Jobs Act (IIJA).

Routine updates to the Transit Development Plan (Task 204) and Transportation Demand Model (Task 203), as well as the continuation of the ~~Freight Advisory Committee and~~ Bicycle-Pedestrian Subcommittee (Task 201), embrace the concepts set out in the Ladders of Opportunity program. These efforts will help the MPO coordinate with other community entities (healthcare, schools, police, etc.) to create opportunities for non-motorized movement and access to employment.

TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION STATEMENT

The Bismarck-Mandan Metropolitan Planning Organization (BMMPO) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process in accordance with the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bismarck-Mandan Metropolitan Planning Organization

Signature

Chair, BMMPO Policy Board

Title

07/21/20

Date

North Dakota Department of Transportation

Paul M. Benning

Signature

Local Government Director

Title

8-31-2020

Date

BISMARCK-MANDAN MPO ACTIVITIES SUPPORTING TITLE VI AND ENVIRONMENTAL JUSTICE

The MPO recognizes Title VI and Environmental Justice requirements as they relate to the planning process. The requirements directly affect such elements within the planning process including, but not limited to, plan development, public involvement, and project management decisions.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 states: "No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The Bismarck-Mandan MPO Policy Board approved changes to the MPO's Title VI and Non-Discrimination/ADA Plan in July 2016. Updated last in 2017, this document provides policies prohibiting discrimination on the basis of race, color, or national origin. The Title VI/ADA Coordinator is identified within the Title VI Plan and contact information is also provided.

There is also a section within the document which provides information, forms and instructions relative to filing complaints in the event any individual feels he/she has been discriminated against in the MPO's programs or processes.

The Title VI and Non-Discrimination/ADA Plan is subject to annual audits performed by the Title VI/ADA Coordinator in conjunction with MPO staff to assess the program's effectiveness at all levels and to ensure continued compliance with Title VI requirements. The audits are completed each year by March 31 following the reporting year ending December 31.

The Title VI and Non-Discrimination/ADA Plan contains a section which includes a list of MPO staff and appointed positions within the MPO, including the Technical Advisory Committee and Policy Board. It identifies how each position is appointed and details the responsibilities of each as it relates to Title VI.

Additionally, training programs for all MPO employees on Title VI and other related statutes are conducted annually, and will consist of, minimally, one hour of training per reporting period.

Bismarck-Mandan MPO maintains maps within the Title VI and Non-Discrimination/ADA Plan indicating high concentrations of minority, low-income, and elderly and limited English proficiency populations for consideration in planning and programming activities.

Finally, the Bismarck-Mandan MPO also includes appropriate FTA Federal Clauses, and "Title VI Assurances", which contain language prohibiting discrimination of groups identified in the Civil Rights Act of 1964, within all of the Request for Proposals (RFPs) and contracts for all studies solicited by Bismarck-Mandan MPO.

Environmental Justice

Executive Order 12989, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.

Bismarck-Mandan MPO's Public Participation Plan, originally adopted May 2010, requires the evaluation of adverse impacts through MPO activities to "Environmental Justice" groups including low-income and minority populations. The MPO maintains maps with high concentrations of minority, low-income, limited English proficiency, and elderly populations for consideration in planning and programming activities. These maps are included in the Title VI and Non-Discrimination/ADA Plan, the 2015-2040 Long Range Transportation Plan (the Metropolitan Transportation Plan, or MTP, updated every five years), and the Transportation Improvement Program (updated annually). The socio-economic data used to maintain the maps is utilized in a variety of applications, including MPO studies and the production and updating of the Bismarck-Mandan Metropolitan Planning Organization Monitoring Report.

Further, the MPO seeks the active participation of Environmental Justice populations in the planning process as identified in the Public Participation Plan. The document indicates that meeting facilities should be accessible to mobility impaired individuals and meetings should be scheduled at various times to accommodate various work schedules. Contact information for the Title VI/ADA Coordinator is provided within the Title VI Plan and is also provided on MPO meeting agendas and on the MPO webpage to ensure accessibility by individuals with disabilities to request appropriate provisions, auxiliary aids, or services for meeting facilities or materials. Forms, along with complete instructions, to request reasonable accommodations and processes for filing of complaints about violations are also provided.

Bismarck-Mandan MPO maintains a database of approximately 220 transportation stakeholders within the Bismarck-Mandan Metropolitan Planning Area (MPA). The stakeholders are sent notification and/or draft copies of various studies and programs including, but not limited to, the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP), as well as newsletter updates which provide information on MPO activities. A variety of organizations representing low-income, minority, and elderly agencies and advocacy groups are on the MPO stakeholder list.

Bismarck-Mandan MPO continues to increase accessibility to its programs and activities by all applicants, participants, and members of the public regardless of race, color, national origin, sex, age, disability, or income status and has recently installed display racks containing the Title VI and Non Discrimination/ADA Plan, the Title VI Policy Statement, LEP Plan, ADA reasonable accommodations request forms, Title VI complaint forms and procedures, and newsletters at the entrances of the MPO work site. Additionally, forms, documents, meeting information, and study updates are made accessible via social media using Facebook to link to the MPO webpage. Copies of adopted programs and plans, such as the TIP and the MTP, as well as final reports of

adopted MPO studies are made available through the public libraries in both Bismarck and Mandan.

ADMINISTRATION

100

101 ADMINISTRATION, COORDINATION & TRANSPORTATION PERFORMANCE MANAGEMENT
2021-2022

Objective:

The MPO manages and coordinates the accounts, records, agreements, and administration of contracts for the Unified Planning Work Program and the Bismarck-Mandan Metropolitan Planning Organization. This task provides the necessary coordination and communications between the various agencies in the Bismarck-Mandan Metropolitan area and provides for citizen information and involvement. This task uses Transportation Performance Management processes and follows performance-based planning and programming practices.

Present Status:

The Bismarck-Mandan Metropolitan Planning Organization (MPO) is presently staffed with an Executive Director, a Transportation Planner, and a Transportation Specialist, who are responsible for coordinating MPO activities with the various entities within the boundaries of the MPO, which represents the MPO's operational and technical agencies. Work accomplished under this task in 2020 included reporting and billing activities and preparations for and attendance at the Technical Advisory Committee (TAC) and MPO Policy Board Meetings.

Proposed Work:

Compile and maintain records of MPO work in progress as performed by individual consulting companies and submit them to the North Dakota Department of Transportation. Prepare monthly billings for MPO activities in progress as outlined in the Unified Planning Work Program and receive and disburse funds received for these MPO activities.

The MPO provides liaison activities to the MPO's membership including preparation of agendas and minutes, scheduling and attendance at Technical Advisory Committee (TAC) and MPO Policy Board meetings. The MPO also takes the leadership in the development and implementation of the Metropolitan Transportation Plan and other ~~required elements of the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act~~ elements of the Infrastructure Investment and Jobs Act (IIJA), including updating of the Unified Planning Work Program, Transportation Improvement Program, and other MPO actions where necessary and appropriate.

Products:

Products of the MPO include formal meetings of the MPO Policy Board and Technical Advisory Committee (TAC) and submission of billings and monthly activity summaries, coordination and management of all MPO accounts and records.

The MPO produces a Transportation Improvement Plan every year, a Metropolitan Transportation Plan and Transit Development Plan approximately every 5 years, and a Public Participation plan, Freight Plan, and Bicycle-Pedestrian Plan as needed.

Completion Date:

Ongoing Activity.

Estimated Expenditures:

	2021	**2022**
General Staff Administration of MPO Program*	$220,198	~~$213,353~~ $232,164^
Direct Administration Costs Charged from Bismarck**	12,000	12,000
Office Space Rental/ Parking	12,500	15,240
Office Equipment and Supplies	1,000	1,000
Telephone Service	1,250	1,250
Mileage (Local)	500	500
Postage	1,250	1,250
Printing	1,250	1,250
Direct Miscellaneous Costs	6,375	1,000
Administrative Charge (Bismarck)		
TOTAL	256,324	~~246,843~~ 265,654

Proposed Source of Funds:

CPG (80% or less)	205,059	~~197,474~~
Local (20% or greater)	51,265	~~49,369~~
TOTAL	256,324	~~246,843~~ 265,654

* Staff includes 3 full-time members (1 Executive Director, 1 Transportation Planner, 1 Transportation Specialist)

^ Staff includes 3 full-time members (1 Executive Director, 1 Transportation Planner, 1 Transportation Specialist) and one part-time member (Transit/Transportation Planner)

**Charged Costs from Bismarck include Human Resources, Fiscal Services, and Attorney/Administration.

100.101.00 **101 ADMINISTRATION, COORDINATION & TRANSPORTATION PERFORMANCE MANAGEMENT**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	256,324	205,059	51,265	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	256,324	205,059	51,265	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	~~246,843~~	265,654	~~197,474~~	212,523	~~49,369~~	53,131	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	~~246,843~~	265,654	~~197,474~~	212,523	~~49,369~~	53,131	

102 TRAINING/TRAVEL AND EDUCATION
2021-2022

Objective:

To provide MPO support staff with appropriate skills to carry out the comprehensive, continuing and coordinated Transportation Planning Process.

Present Status:

Training activities undertaken during 2020 have been affected by the COVID -19 pandemic. Planned conferences in Boise, ID were cancelled.

Proposed Work:

The MPO will encourage staff attendance at selected national/local short courses, seminars and conferences. The MPO will work with other MPOs, FHWA, FTA and the NDDOT to develop and support local training programs. Continuation of the COVID-19 pandemic may affect attendance at future conferences and trainings, included cancellation, non-attendance or virtual attendance. Task funding dedicated to the 2021 year has been reduced in anticipation of reduced travel or remote participation. Funding dedicated to 2022 has been maintained in expectation of increased ability to travel in the future.

Products:

To foster a more informed, capable and efficient staff.

Completion Date:

Ongoing Activity.

Estimated expenditures:

	2021	**2022**
Associated Training Costs	$1,750	$5,500
Transportation and Lodging	5,780	9,700
Books/Subscriptions/Dues of Transportation Planning Material and Organizations	2,025	2,025
Mileage (Non-local)	500	500
Meals	1,000	1,250
TOTAL	11,055	18,975

Proposed Source of Funds:

CPG (80%)	8,844	15,180
Local (20%)	2,211	3,795
TOTAL	11,055	18,975

100.102.00 **102 TRAINING, EDUCATION & ASSOCIATED TRAVEL**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	11,055	8,844	2,211	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
	0	0	0	
TOTAL	11,055	8,844	2,211	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	18,975	15,180	3,795	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
	0	0	0	
TOTAL	18,975	15,180	3,795	

103 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT
2021-2022

Objective:

To prepare a Unified Planning Work Program (UPWP) for the Bismarck-Mandan Metropolitan Planning Organization and any subsequent UPWP amendments.

Present Status:

The Bismarck-Mandan Metropolitan Planning Organization has operated under a unified work program for the past twenty-seven years.

Proposed Work:

The 2021-2022 Unified Planning Work Program will be developed by the MPO staff, with assistance from the Planning and Engineering departments of the Cities of Bismarck, Mandan, Lincoln, and Burleigh/Morton Counties, as well as being offered for review and input by local citizen groups as required under ~~MAP-21 and FAST Act regulatory~~ the Infrastructure Investment and Jobs Act (IIJA). Maintenance of the 2021-2022 UPWP will be provided by the MPO staff.

Products:

2021-2022 Unified Planning Work Program and Amendments

Completion Date:

Preliminary Draft: August 2020
Final UPWP: October 2020

Estimated Expenses:

	2021	**2022**
Development of UPWP and Amendments	$470	~~$3,200~~ $3,517
TOTAL	470	~~3,200~~ 3,517

Proposed Source of Funds:

CPG (80%)	376	~~2,560~~ 2,814
Local (20%)	94	~~640~~ 703
TOTAL	470	~~$3,200~~ 3,517

100.103.00 **103 UNIFIED PLANNING WORK PROGRAM**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	470	376	94	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	470	376	94	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	~~3,200~~	3,517	~~2,560~~	2,814	~~640~~	703	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	~~3,200~~	3,517	~~2,560~~	2,814	~~640~~	703	

104 COMPUTER ENHANCEMENTS AND SOFTWARE
2021-2022

Objectives:

To enhance the MPO's capabilities to monitor transportation data traffic forecasting, and traffic operations. To overall improve MPO staff's ability to provide analysis, communication, and distribute applicable transportation related data. To keep staff informed on pertinent transportation issues. To build and furnish reports to satisfy FHWA, FTA, and NDDOT reporting requirements.

Present Status:

During 2019-2020 the Bismarck-Mandan MPO used computers and associated software to aid the transportation planning efforts of Bismarck, Mandan, Lincoln, Morton County and Burleigh County within the MPO area.

Proposed Work:

To provide computer hardware and software aid to the transportation planning efforts of the MPO.

Products:

To provide the MPO with effective administration, data processing, and analytical tools for transportation planning.

Completion Date:

Ongoing Activity.

Estimated Expenditures:

	2021	**2022**
Computers and Misc. Hardware	$2,500	$2,500
Computer Software	1,875	1,875
TOTAL	4,375	4,375

Proposed Source of Funds:

CPG (80%)	3,500	3,500
Local (20%)	875	875
TOTAL	4,375	4,375

100.104.00 **104 COMPUTER ENHANCEMENTS & SOFTWARE**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,375	3,500	875	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
	0	0	0	
TOTAL	4,375	3,500	875	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,375	3,500	875	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
	0	0	0	
TOTAL	4,375	3,500	875	

105 TRANSIT SYSTEM ADMINISTRATION AND LIAISON
2021-2022

Objective:

To provide technical assistance and coordinated transportation planning to Bis-Man Transit. Support the City of Bismarck and Bis-Man Transit in maintaining State and Federal requirements, promoting community use of the transit system, and implementing recommendations of the Transit Development Plan.

Present Status:

Facilitate interaction between the City of Bismarck and Bis-Man Transit, including updates to the contract, reporting to FTA, assisting with communication to the City Commission, and planning for the preparation and administration of Transit grants.

Proposed Work:

To maintain grant maintenance and control functions. To act as a liaison between FTA, the City of Bismarck, and Bis-Man Transit regarding FTA and NDDOT grant applications, reports and meetings. To adhere to federal performance measures requirements pertaining to Transit operations within the MPO. Update member jurisdictions of transit developments at TAC and Policy Board Meetings. Activities also include aiding Transit in their efforts to implement recommendations of the Transit Development Plan, which was adopted in April 2019.

Products:

Prepare grants pertaining to Operations, Bus and Bus Facilities, and Mobility of Seniors and Persons with Disabilities, along with all the associated reporting. Maintenance of appropriate FTA records on behalf of the City of Bismarck and Bis-Man Transit.

Completion Date:

Ongoing.

Estimated Expenditures:

	2021	**2022**	
Transit Liaison and Administration	$16,630	~~$17,130~~	$32,987
TOTAL	16,630	~~17,130~~	32,987

Proposed Source of Funds:

CPG (80%)	13,304	~~13,704~~	26,390
Local (20%)	3,326	~~3,426~~	6,597
TOTAL	16,630	~~17,130~~	32,987

100.105.00 **105 TRANSIT SYSTEM ADMINISTRATION**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	16,630	13,304	3,326	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	16,630	13,304	3,326	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	~~17,130~~	32,987	~~13,704~~	26,390	~~3,426~~	6,597	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	~~17,130~~	32,987	~~13,704~~	26,390	~~3,426~~	6,597	

TRANSPORTATION PLANNING

200

201 SUBCOMMITTEES
(Bis-Man MPO Bicycle-Pedestrian Subcommittee and Freight Advisory Committee)
2021-2022

Objective:

To further recommendations of the Bicycle-Pedestrian Plan and Freight Plan using engaged local partners and community members. Coordinated by MPO staff and allowed to enhance transportation needs and MPO objectives related to alternative modes of transportation and/or freight.

Present Status:

The MPO's Bicycle-Pedestrian Subcommittee incorporates ad-hoc workgroups to achieve the recommendations of the Bike-Ped Plan. In 2020 the Bicycle-Pedestrian Subcommittee submitted a renewal application for the community's Bicycle Friendly Designation and was awarded a renewal of their bronze award. They will also evaluate and prioritize the TA applications for consideration by TAC and Policy Board. A Freight Advisory Committee has not yet formed but may form within the next few years.

Proposed Work:

During the 2021 and 2022 calendar years, Bicycle-Pedestrian Subcommittee will review and critique TA applications to improve the applications and make them more competitive in the statewide selection. The Subcommittee will subsequently score and prioritize the applications for consideration by TAC and Policy Board. Finally, the Subcommittee will pursue special projects in ad-hoc workgroups as the group's interests align with the Bicycle-Pedestrian Plan.

Products:

The Bicycle-Pedestrian Subcommittee will create improved TA applications which also align with local, state and federal performance measures. They will also compile a prioritized list of TA projects for the MPO TAC and Policy Board,

Estimated Expenditures:

	2021	**2022**	
Staff Coordination	$1,675	~~$1,725~~	$2,011
Workgroup Activities	2,500	2,500	
TOTAL	4,175	~~4,225~~	4,511

Proposed Funding Sources:

CPG (80%)	3,340	~~3,380~~	3,609
Local (20%)	835	~~845~~	902
TOTAL	4,175	~~4,225~~	4,511

200.201.00

201 SUBCOMMIITTEES

BICYCLE- PEDESTRIAN SUBCOMMITTEE and FREIGHT ADVISORY COMMITTEE

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	4,175	3,340	835	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	4,175	3,340	835	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	~~4,225~~	4,511	~~3,380~~	3,609	~~845~~	902	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	~~4,225~~	4,511	~~3,380~~	3,609	~~845~~	902	

202 MONITORING AND REPORTING
2021-2022

Objective:

To continually monitor trends of the Bismarck-Mandan Metropolitan area transportation system through the development of a Surveillance and Monitoring Report.

Present Status:

The Bismarck-Mandan MPO monitors transportation trends for significant transportation modes for a variety of reasons including, but not limited to, performance measures, transportation modeling, and other transportation planning related efforts. An annual surveillance and monitoring report was developed to share these trends with local partners and the community. Due to MPO staff reduction in 2019, there has been very little work done in this area since 2018. The plan is to resurrect and update the monitoring and reporting data in 2020 and 2021 and continue to monitor transportation, socio-economic, and related trends to assist in the transportation planning process.

Products:

The MPO updates the Surveillance and Monitoring report on a rolling basis. This report monitors transportation, socio-economic, and related trends to assist in the transportation planning process.

Estimated Expenditures:

	2021	**2022**
Staff Update of Surveillance and Monitoring Report	$5,905	~~$6,082~~ 7,746
TOTAL	5,905	~~6,082~~ 7,746

Proposed Funding Sources:

CPG (80%)	4,724	~~4,866~~ 6,197
Local (20%)	1,181	~~1,216~~ 1,549
TOTAL	5,905	~~6,082~~ 7,746

200.202.00 **202 MONITORING AND REPORTING**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	5,905	4,724	1,181	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	5,905	4,724	1,181	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	~~6,082~~	7,746	~~4,866~~	6,197	~~1,216~~	1,549	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	~~6,082~~	7,746	~~4,866~~	6,197	~~1,216~~	1,549	

203 STAFF RELATED TDM
2021-2022

Objective:

To routinely update and maintain the Travel Demand Model (TDM), through coordination with Advanced Traffic Analysis Center (ATAC), direct MPO staff efforts, and a consultant-lead Model Review and Socio-Economic Projections effort.

Present Status:

The last TDM update began in 2017 and was completed in the fall of 2018. The TDM was reviewed through the Model Review and Socio-Economic Projection Project (Pre-Study), which also included projection and allocation of future households and employment centers. The effort occurred in coordination with local jurisdictions and approval of the TAC and Policy Boards, and feeds directly into the Metropolitan Transportation Plan update.

MPO staff will annually update ATAC on roadway network expansions, with the release of the 'Status of Projects Report' for the annual Transportation Improvement Program.

A routine update of the population and employment data, by traffic analysis zones (TAZ), will be performed using building permits issued by local units of government, Census and American Community Survey Data, and other purchased data. The updated population and employment data may be reviewed to determine if there are significant differences in growth patterns from those projected.

Products:

The Travel Demand Model will be updated in 12-24 months prior to the commencement of the next Metropolitan Transportation Plan. MPO staff efforts will include, but are not limited to, review of census data and/or other acquired data (i.e. origin-destination data, socio-economic data), coordination with local jurisdiction on revisions to current and future land use, revaluation and adjustment (if needed) of the TAZ network, annual notification to ATAC of roadway network expansion, and coordination of and management of the contracted Socio-Economic and Projections Project.

Estimated Expenditures:

	2021	**2022**
Staff Related TDM	$2,337	~~$13,478~~ $13,395
TOTAL	2,337	~~13,478~~ 13,395

Proposed Funding Sources:

CPG (80%)	1,870	~~10,782~~ 10,716
Local (20%)	467	~~2,696~~ 2,679
TOTAL	2,337	~~13,478~~ 13,395

200.203.00 **203 STAFF RELATED TDM**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	2,337	1,870	467	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	2,337	1,870	467	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	~~13,478~~	13,395	~~10,782~~	10,716	~~2,696~~	2,679	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	~~13,478~~	13,395	~~10,782~~	10,716	~~2,696~~	2,679	

204 PLANNING STUDIES/ DATA ACQUISITION
2021-2022

Objective:

To provide for studies of specific transportation concerns that may have an impact on the MPO's Transportation Plan, Transportation Improvement Program or MPO planning process.

Present Status:

At the request of the MPO and based on needs identified in the 2020-2045 Long Range Transportation Plan, local jurisdictional partners brought forward recommendations for transportation-related planning studies. Projects were discussed and prioritized by the jurisdictions. Top ranked project fitting within the funding limitations, have been approved by the TAC and Policy Board.

Proposed Work:

The proposed 2021-2022 studies include the completion of the Intersection Analysis Study and the Pavement Condition Collection and Analysis Study (PCCAP); and the starting of the ITS Update, Travel Demand Model Review and Socio-Economic Projections Study (TDMSE), Origin/Destination Data, Supplemental Traffic Counting, Procurement of Routine Socio-Economic Data, Sunset Avenue Corridor Study, East Main Avenue Corridor Study, and the Transit Development Plan.

New studies that will commence in 2021 or 2022 will be the following: ITS Update, Traffic Demand Model and Socio/Economic Projections Update, Sunset Avenue (Mandan) Corridor Study, and East Main Avenue Corridor Study, Transit Development Plan.

The MPO will pursue data acquisitions for the following efforts in 2021 or 2022: Socio-Economic Data Purchase, Origin/Destination Data, and Supplemental Traffic Counting.

Products: The studies and data collections programmed for 2021-2022 are:

- Completion of the Intersection Analysis Study;
- Completion of the Pavement Condition Collection and Analysis Study (PCCAP);
- ITS Update;
- Travel Demand Model Social/Economic (TDMSE) Projections;
- Origin/Destination Data;
- Supplemental Traffic Counting;
- Procurement of Routine Socio-Economic Data;
- Sunset Avenue Corridor Study;
- East Main Avenue Corridor Study;
- Transit Development Plan.

Completion Date:

While projects are scheduled to be completed in 2021 and 2022, not all projects may be completed in the year indicated. This may cause some projects to carry over into the 2023-2024 UPWP.

Estimated Expenditures:

	2021	**2022**
Planning Studies	$286,400	~~$330,000~~ $646,045
Routine Data Acquisitions	14,000	~~100,000~~ 115,555
TOTAL	300,400	~~430,000~~ 761,600

Proposed Source of Funds:

CPG (80%)	240,320	~~344,000~~ 609,280
Local (20%)	60,080	~~86,000~~ 152,320
TOTAL	300,400	~~430,000~~ 761,600

200.204.00 **204 TRANSPORTATION PLANNING STUDIES and DATA ACQUISITIONS**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	252,330	201,864	50,466	A,B,C,D,E,~~H~~, J
Mandan	17,770	14,216	3,554	A,B,C,D,E,J
Morton County	2,038	1,630	408	A,B,C,J
Burleigh County	12,225	9,780	2,445	A,B,C,J
Lincoln	2,038	1,630	408	A,B,C,J
Other	-	-		
TOTAL	286,400	229,120	57,280	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	PROJECT PARTICIPATION
Bismarck	~~102,000~~	181,745	~~81,600~~	145,396	~~20,400~~	36,349	A,B,F, H, I
Mandan	~~194,000~~	217,800	~~155,200~~	174,240	~~38,800~~	43,560	A,B,F,G,K
Morton County	~~4,250~~	4,250	~~3,400~~	3,400	~~850~~	850	A,B,F
Burleigh County	~~25,500~~	25,500	~~20,400~~	20,400	~~5,100~~	5,100	A,B,F
Lincoln	~~4,250~~	4,250	~~3,400~~	3,400	~~850~~	850	A,B,F
Other	~~-~~	212,500	~~-~~	170,000	~~-~~	42,500	H, L
TOTAL	~~330,000~~	646,045	~~264,000~~	516,836	~~66,000~~	129,209	

PLANNED STUDIES

A---ATAC Annual Fee ($10,000) - yearly

B---Study Associated Modeling ($40,000) in 2021 and 2022

C---ITS Update ($25,000) - 100% in 2021

D---Intersection Analysis Study ($245,000) - 2% in 2021

E---Intersection Analysis Amendment ($28,022) - 0% in 2021

F---Travel Demand Management and Socio-Economic Study (TDMSE) (~~$120,000~~ $150,000)
(in conjunction with 2025-2050 Metropolitan Transportation Plan (MTP) ($320,000)
~~100%~~ 80% of TDMSE in 2022, 20% in 2023; MTP 47.5% 2023, 47.5% in 2024, 5% in 2025
G---Sunset Avenue Corridor Study ~~(160,000)~~ (180,000) - 100% in 2022
H---East Main Avenue Corridor Study (200,000) - 100% in ~~2021~~ 2022
I---ATAC Modeling for East Main Avenue Corridor Study ($4,743) - 100% in 2022
J---Pavement Condition Collection and Analysis Project - 7.9% in 2021
K---ATAC Modeling for Sunset Avenue Corridor Study ($3,800) - 100% in 2022
L---Transit Development Plan ($175,000) – 50% in 2022, 50% in 2023

200.204.00 **DATA ACQUISITIONS**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	PROJECT PARTICIPATION
Bismarck	8,400	6,720	1,680	1,~~2~~
Mandan	2,800	2,240	560	1,~~2~~
Morton County	350	280	70	1,~~2~~
Burleigh County	2,100	1,680	420	1,~~2~~
Lincoln	350	280	70	1,~~2~~
Other	-	-	-	
TOTAL	14,000	11,200	2,800	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	PROJECT PARTICIPATION
Bismarck	~~60,000~~	92,355	48,000	73,884	12,000	18,471	2,5
Mandan	~~20,000~~	21,200	16,000	16,960	4,000	4,240	2,5
Morton County	~~2,500~~	250	2,000	200	500	50	2,~~5~~
Burleigh County	~~15,000~~	1,500	12,000	1,200	3,000	300	2,~~5~~
Lincoln	~~2,500~~	250	2,000	200	500	50	2,~~5~~
Other	~~-~~	-	-	-	-		
TOTAL	~~100,000~~	115,555	80,000	92,444	20,000	23,111	

Data Procurement	Cycle	Last Collection	Next Collection	Estimated Cost
1 - Socio-Economic Data	5-years	2017	2021	4,000
2 - Origin-Destination Data	5-years	2017	~~2021~~ 2022	~~10000~~ 35,555
3 - Ortho/LiDAR Collection	3-years	2020	~~2020~~ 2023	180,000

4 - Pavement Management	5-years	2020	2023/2024	~~82000~~ 100,000
5 - Traffic Counting	Ad Hoc	2018	2022	~~100000~~ 80,000

205 TRANSPORTATION IMPROVEMENT PROGRAM
2021-2022

Objective:

Prepare Transportation Improvement Program (TIP) for 2021 and 2022, as well as subsequent TIP amendments that comply with ~~MAP-21 and FAST Act regulatory~~ Infrastructure Investment and Jobs Act (IIJA) requirements. Submit amendments to the North Dakota Department of Transportation.

Present Status:

A TIP has been prepared and approved nearly every year since 1983. The MPO has an approved 2021-2024 TIP.

Proposed Work:

To develop a TIP in 2021 and 2022 that meets the requirements of ~~MAP-21 and FAST Act regulatory~~ Infrastructure Investment and Jobs Act (IIJA). The TIPs will have projects that were prioritized and approved through coordination between the MPO, its member jurisdictions, and NDDOT. Starting in 2020, projects will be compliant with the updated performance-based 2020-2045 MTP. All MPO TIP projects will be financially constrained.

Product:

The 2022-2025 TIP and the 2023-2026 TIP

Completion Date:

Priority List Submission:	November 2020	~~November 2021~~ December 2021
Draft TIP:	July 2021	April 2022
Final TIP:	August 2021	July 2022

Estimated Expenditures:

	2021	**2022**
TIP Development, Implementation, and Amendments	$7,774	~~$8,008~~ $13,748
TOTAL	7,774	~~8,008~~ 13,748

Proposed Source of Funds:

CPG (80%)	6,219	~~6,406~~ 10,998
Local (20%)	1,555	~~1,602~~ 2,750
TOTAL	7,774	~~8,008~~ 13,748

200.205.00 **205 TRANSPORTATION IMPROVEMENT PROGRAM**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck/Planning	7,774	6,219	1,555	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	7,774	6,219	1,555	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck/Planning	~~8,008~~	13,748	~~6,406~~	10,998	~~1,602~~	2,750	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	~~8,008~~	13,748	~~6,406~~	10,998	~~1,602~~	2,750	

206 METROPOLITAN TRANSPORTATION PLAN
2021-2022

Objective:

To define, identify and prioritize the transportation needs of the Bismarck-Mandan area by creating a fiscally constrained, performance-based Metropolitan Transportation Plan. The MTP should be developed in coordination with the public, stakeholders, jurisdictional partners, and state and federal oversight, and be compliant with ~~MAP-21 and FAST Act legislation, and~~ Infrastructure Investment and Jobs Act (IIJA).

Present Status:

The active 2020-2045 MTP (Metropolitan Transportation Plan), "Arrive 2045" was adopted in February 2020 and addressed the concerns of public and local partners regarding the transportation network and major modes of transportation. The MTP identifies which alternatives are available and feasible to implement, that will allow the metropolitan area to improve through 2045.

Proposed Work:

No staff time in 2021 or 2022 is necessary for the coordination and completion of an updated Metropolitan Transportation Plan. However, some staff time has been allocated for amendments, if they are needed.

Products:

A performance-based Metropolitan Transportation Plan that can guide the MPO and partner agencies in 2025 and beyond.

Completion Date:

March 2025

Estimated Expenditures:

	2021	**2022**	
Staff Coordination for MTP	$ 935	~~$ 963~~	$1,113
TOTAL	935	~~963~~	1,113

Proposed Source of Funds:

CPG (80%)	748	~~770~~	890
Local (20%)	187	~~193~~	223
TOTAL	935	~~963~~	1,113

200.206.00 **206 METROPOLITAN TRANSPORTATION PLAN**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	935	748	187	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	935	748	187	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	~~963~~	1,113	~~770.16~~	890	~~192.54~~	223	
Mandan	0		0		0		
Morton County	0		0		0		
Burleigh County	0		0		0		
Lincoln	0		0		0		
Other	0		0		0		
TOTAL	~~962.70~~	1,113	~~770.16~~	890	~~192.54~~	223	

PROGRAM IMPLEMENTATION

300

301 GIS/IT DEVELOPMENT AND IMPLEMENTATION
2021-2022

Objective:

The Bismarck-Mandan Metropolitan Planning Organization (MPO) uses an MPO Geographic Information System (GIS) that provides access to a common digital geographic database for land use planning, zoning activities, traffic analysis, and other related activities.

The MPO also presently has four computers. The MPO at times requires technical help from City of Bismarck professionals to maintain and aid the MPO in its computer use and applications.

Present status:

Presently the following has been developed in GIS: MPO and Transportation Study information and data, Bismarck/Mandan Bike Trails, MPO TIP project and development maps, functionally classified roadways within the MPO area, digital aerial photographs and aerial contours.

Proposed Work:

To continue to provide valuable map data and imagery concerning MPO projects in conjunction with all the partner entities. To assist MPO in census, transit, roadway, and bridge imagery, and other projects as needed.

Product:

The computer aided and generated products Geographic Information System (GIS) for Bismarck-Mandan Area MPO. The products generated by GIS usage benefit the MPO a great deal.

Estimated Expenditures:

	2021	**2022**
GIS Production	$43,167	$40,324
TOTAL	43,167	40,324

Proposed Source of Funds:

CPG (80%)	34,534	32,259
Local (20%)	8,633	8,065
TOTAL	43,167	40,324

300.301.00 **301 GIS/IT PROGRAM**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	43,167	34,534	8,633	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	43,167	34,534	8,633	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	40,324	32,259	8,065	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	40,324	32,259	8,065	

302 CITIZEN PARTICIPATION PROGRAM
2021-2022

Objective:

To establish procedures that provide for citizen input into the planning process as part of the development of the following: the MPO's Metropolitan Transportation Plan, the UPWP, the TIP and the DBE Program. The MPO will use this process to identify community issues regarding transportation planning and will consider these issues when developing programs within the MPO's planning area.

Present Status:

As stipulated in ~~MAP-21 and FAST Act regulatory~~ Infrastructure Investment and Jobs Act (IIJA), the UPWP, the DBE Program, the Public Participation Plan (PPP), the Metropolitan Transportation Plan and the TIP also receive public review at various levels during the development and update processes by the MPO.

Proposed Work:

To provide a citizen input forum for the MPO operational functional tools of TIP, UPWP, DBE Program, and the Metropolitan Transportation Plan (MTP), and applicable transportation studies as prescribed by ~~MAP-21 and FAST Act regulatory~~ Infrastructure Investment and Jobs Act (IIJA), as well as an evaluation and update of the existing Public Participation Plan.

Product:

Ongoing program.

Estimated Expenditures:

	2021	**2022**
Advertising	$2,500	$2,500
Evaluation and Update of Public Participation Plan	297	0
TOTAL	2,797	2,500

Proposed Source of Funds:

CPG (80%)	2,238	2,000
Local (20%)	559	500
TOTAL	2,797	2,500

300.302.00 **302 CITIZEN PARTICIPATION**

(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	2,797	2,238	559	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	2,797	2,238	559	

YEAR 2022

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	2,500	2,000	500	
Mandan	0	0	0	
Morton County	0	0	0	
Burleigh County	0	0	0	
Lincoln	0	0	0	
Other	0	0	0	
TOTAL	2,500	2,000	500	

COST SUMMARIES APPENDIX

FY'S 2021-2022

Unified Planning Work Program
Staff Allocation of Hours by Task
2021

	*PT Time Planner	Planner	Executive Director	Transportation Specialist
101: Administration, Coordination and Transporting Performance Management		1770	1790	1805
102: Training, Travel, and Education		0	0	0
103: UPWP		5	5	0
104: Computer Enhancement and Software		0	0	0
105: Transit System Administration and Liaison		100	100	245
201: Subcommittees		30	10	0
202: Monitoring and Reporting		60	60	10
203: Staff Related TDM		25	25	0
204: MPO and Local Planning Studies/ Data Acquisition		0	0	0
205: Transportation Improvement Program		80	80	10
206: Metropolitan Transportation Plan		10	10	0
301: GIS Program		0	0	0
302: Citizen Participation		0	0	10
TOTAL	**1456**	**2080**	**2080**	**2080**

*There is currently no Part Time Planner, but the MPO may request to fill the position in the future.

Unified Planning Work Program
Staff Allocation of Hours by Task
2022

	*PT Time Planner	Planner	Executive Director	Transportation Specialist
101: Administration, Coordination and Transportation Performance Management	1126	~~1630~~ 1500	~~1650~~ 1460	~~1805~~ 1755
102: Training, Travel, and Education	0	0	0	0
103: UPWP	0	~~30~~ 20	~~30~~ 50	10
104: Computer Enhancement and Software	0	0	0	0
105: Transit System Administration and Liaison	200	~~100~~ 230	~~100~~ 200	~~245~~ 200
201: Subcommittees	0	~~30~~ 40	10	0
202: Monitoring and Reporting	100	60	~~60~~ 10	~~10~~ 35
203: Staff Related TDM	0	~~140~~ 100	~~140~~ 200	0
204: MPO and Local Planning Studies/ Data Acquisition	0	0	0	0
205: Transportation Improvement Program	30	80	~~80~~ 140	~~10~~ 80
206: Metropolitan Transportation Plan	0	~~10~~ 50	10	0
301: GIS Program	0	0	0	0
302: Citizen Participation	0	0	0	0
TOTAL	**1456**	**2080**	**2080**	**2080**

~~*There is currently no Part Time Planner, but the MPO may request to fill the position in the future.~~

* MPO will fill the part time position in 2022.

2021-2022 Unified Planning Work Program Summary By Task
(All Amounts in Dollars $)

	Funding Year 2021			Funding Year 2022					
Task	Total	Federal	Local	Total	Amend.	Federal	Amend.	Local	Amend.
101	256,324	205,059	51,265	~~246,843~~	265,654	~~197,474~~	212,523	~~49,369~~	53,131
102	11,055	8,844	2,211	18,975	18,975	15,180	15,180	3,795	3,795
103	470	376	94	~~3,200~~	3,517	~~2,560~~	2,814	~~640~~	703
104	4,375	3,500	875	4,375	4,375	3,500	3,500	875	875
105	16,630	13,304	3,326	~~17,130~~	32,987	~~13,704~~	26,390	~~3,426~~	6,597
201	4,175	3,340	835	~~4,225~~	4,511	~~3,380~~	3,609	~~845~~	902
202	5,905	4,724	1,181	~~6,082~~	7,746	~~4,866~~	6,197	~~1,216~~	1,549
203	2,337	1,870	467	~~13,478~~	13,395	~~10,782~~	10,716	~~2,696~~	2,679
*204	300,400	240,320	60,080	~~430,000~~	761,600	~~344,000~~	609,280	~~86,000~~	152,320
205	7,774	6,219	1,555	~~8,008~~	13,748	~~6,406~~	10,998	~~1,602~~	2,750
206	935	748	187	~~963~~	1,113	~~770~~	890	~~193~~	223
301	43,167	34,534	8,633	40,324	40,324	32,259	32,259	8,065	8,065
302	2,797	2,238	559	2,500	2,500	2,000	2,000	500	500
	656,344	**525,075**	**131,269**	~~**796,103**~~	**1,170,445**	~~**636,882**~~	**936,356**	~~**159,221**~~	**234,089**

	Total	Federal	Local
*Carryover Funding from 2020 into 2021:			
Intersection Analysis Study	4,900	3,920	980
Pavement Condition Collection and Analysis Project	6,500	5,200	1,300
*Carryover Funding from 2021 into 2022:			
East Main Avenue Study	200,000	160,000	40,000
Study Associated Modeling (SAM)	27,800	22,240	5,560
Origin-Destination Data	10,000	8,000	2,000
Reverse Carryover of SAM for 2022 Supplemental Traffic Counting	-12,800	-10,240	-2,560

2021-2022 Unified Planning Work Program Summary By Jurisdiction
(DOES NOT include 2020 / 2021 Carryover Amounts)
(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	609,344	487,475	121,869	
Mandan	17,800	14,240	3,560	
Morton County	2,225	1,780	445	
Burleigh County	13,350	10,680	2,670	
Lincoln	2,225	1,780	445	
Other	0	0	0	
TOTALS	644,944	515,955	128,989	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	~~528,103~~	577,670	~~422,482~~	462,136	~~105,621~~	115,534	
Mandan	~~214,000~~	233,200	~~171,200~~	186,560	~~42,800~~	46,640	
Morton County	~~6,750~~	4,250	~~5,400~~	3,400	~~1,350~~	850	
Burleigh County	~~40,500~~	25,500	~~32,400~~	20,400	~~8,100~~	5,100	
Lincoln	~~6,750~~	4,250	~~5,400~~	3,400	~~1,350~~	850	
Other	~~0~~	87,500	~~0~~	70,000	~~0~~	17,500	
TOTALS	~~796,103~~	932,370	~~636,882~~	745,896	~~159,221~~	186,474	

2020 Carryover Amounts into 2021 by Jurisdiction/
2021 Carryover Amounts into 2022 by Jurisdiction
(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	7,330	5,864	1,466	1,2
Mandan	2,770	2,216	554	1,2
Morton County	163	130	33	2
Burleigh County	975	780	195	2
Lincoln	163	130	33	2
Other	0	0	0	
TOTALS	11,400	9,120	2,280	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%	Amend.	EXPLANATION
Bismarck	~~0~~	105,000	~~0~~	84,000	~~0~~	21,000	3,4,5
Mandan	~~0~~	5,800	~~0~~	4,640	~~0~~	1,160	4,5
Morton County	~~0~~	250	~~0~~	200	~~0~~	50	5
Burleigh County	~~0~~	1,500	~~0~~	1,200	~~0~~	300	5
Lincoln	~~0~~	250	~~0~~	200	~~0~~	50	5
Other	~~0~~	125,000	~~0~~	100,000	~~0~~	25,000	3
TOTALS	~~0~~	237,800	~~0~~	190,240	~~0~~	47,560	

1 - Continuation of Intersection Analysis Study (Carryover from 2020) - $980 Local / $3,920 Federal
2 - Continuation of Pavement Condition Collection and Analysis Project (Carryover from 2020) - $1,300 Local / $5,200 Federal
3 - Begin East Main Avenue Corridor Study (EMACS) (Carryover from 2021) - $40,000 Local/ $160,000 Federal

4 - Carryover of Study Associated Modeling for EMACS Modeling, Sunset Avenue Cooridor Study Modeling, and OD Data Purchase for Model (Carryover from 2021) - $5,560 Local/ $22,240 Federal

5 - Purchase of Origin-Destination Data (Carryover from 2021) - $2,000 Local/ $8,000 Federal

~~Footnote: Remaining 2020 CPG balance at year-end 2020, with above carryover subtracted, is estimated to be $210,473~~
Footnote:
Remaining 2019 CPG balance at year-end 2021, is estimated to be $0.

Remaining 2020 CPG balance at year-end 2021, is estimated to be $592,714.
Remaining 2021 CPG balance at year-end 2021 is estimated to be $686,074.

2021-2022 Unified Planning Work Program Summary By Jurisdiction
(Includes 2020 / 2021 Carryover Amounts)
(All Amounts in Dollars $)

YEAR 2021

MPO ENTITY	TOTAL	FED 80%	LOCAL 20%	EXPLANATION
Bismarck	616,674	493,339	123,335	1,2
Mandan	20,570	16,456	4,114	1,2
Morton County	2,388	1,910	478	2
Burleigh County	14,325	11,460	2,865	2
Lincoln	2,388	1,910	478	2
Other	0	0	0	
TOTALS	656,344	525,075	131,269	

YEAR 2022

MPO ENTITY	TOTAL	Amend.	FED 80%	Amend.	LOCAL 20%		EXPLANATION
Bismarck	~~528,103~~	682,945	~~422,482~~	546,356	~~105,621~~	136,589	
Mandan	~~214,000~~	239,000	~~171,200~~	191,200	~~42,800~~	47,800	
Morton County	~~6,750~~	4,500	~~5,400~~	3,600	~~1,350~~	900	
Burleigh County	~~40,500~~	27,000	~~32,400~~	21,600	~~8,100~~	5,400	
Lincoln	~~6,750~~	4,500	~~5,400~~	3,600	~~1,350~~	900	
Other	~~0~~	212,500	~~0~~	170,000	~~0~~	42,500	
TOTALS	~~796,103~~	1,170,445	~~636,882~~	936,356	~~159,221~~	234,089	

1 - Continuation of Intersection Analysis Study (Carryover from 2020) - $980 Local / $3,920 Federal
2 - Continuation of Pavement Condition Collection and Analysis Project (Carryover from 2020) - $1,300 Local / $5,200 Federal
3 - Begin East Main Avenue Corridor Study (EMACS) (Carryover from 2021) - $40,000 Local/ $160,000 Federal

4 - Carryover of Study Associated Modeling for EMACS Modeling, Sunset Avenue Cooridor Study Modeling, and OD Data Purchase for Model (Carryover from 2021) - $5,560 Local/ $22,240 Federal

5 - Purchase of Origin-Destination Data (Carryover from 2021) - $2,000 Local/ $8,000 Federal

BISMARCK-MANDAN METROPOLITAN PLANNING ORGANIZATION POLICY BOARD AMENDMENT TO THE 2021-2022 ANNUAL UNIFIED PLANNING WORK PROGRAM (UPWP)

DATE: December 12, 2021

REGARDING: Year End Amendment to the 2021-2022 UPWP

The 2021-2022 UPWP has been amended for year-end carryovers and anticipated staff changes in 2022. The MPO plans to hire a part-time Transit/Transportation Planner starting in 2022. Dedication of each staff's time to UPWP tasks has been revisited and adjusted due to the addition of hours for the part-time planner. Additionally, one study, one data acquisition, and a portion of the 2021 Study Associated Modeling budget have been moved from 2021 to 2022. This includes work for the East Main Avenue Corridor Study (EMACS), the purchase of Origin-Destination Data, and modeling work for the EMACS and the Sunset Avenue Corridor Study. Additional local match is being provided by the City of Bismarck to increase the overall cost of the Origin-Destination Data Purchase.

On December 21, 2021 the Bismarck-Mandan Metropolitan Planning Organization (MPO) Policy Board approved the funding transfers and funding adjustments according to the attached task breakout.

Approved:

Bismarck-Mandan MPO Policy Board Chair

Date

Project	From Task	To Task	From Year	To Year	Total Amount Transferred	Additional UPWP Activities/Funding
General Staff Administration of MPO Program		101		2022	$18,811	Y
				TOTAL - 101	**$18,811**	
Development of UPWP and Amendments		103		2022	$317	Y
				TOTAL - 103	**$317**	
Transit Liaison and Administration		105		2022	$15,857	Y
				TOTAL - 105	**$15,857**	
Staff Coordination		201		2022	$286	Y
				TOTAL - 201	**$286**	
Staff Update of Surveillance and Monitoring Report		202		2022	$1,664	Y
				TOTAL - 202	**$1,664**	
Staff Related TDM		203		2022	$83)	Y
				TOTAL - 203	**$(83)**	
Sunset Avenue Corridor Study		204		2022	$20,000	Y
East Main Avenue Corridor Study	204	204	2021	2022	$200,000	N - Encumbered
Carryover of 2021 Study Associated Modeling to EMACS Modeling and Sunset Avenue Corridor Modeling	204	204	2021	2022	$27,800	N - Encumbered
City of Bismarck Encumbrances for OD Data Procurement (previously not assigned to a 2021 project)		204		2022	$19,100	Y
Transit Development Plan		204		2022	$87,500	Y
Carryover of 2021 OD Data Purchase to 2022 OD Data Purchase	204	204	2021	2022	$10,000	N - Encumbered
Decrease in Supplemental Traffic Counting	204	204	2022	2022	$(20,000)	N - Decrease in Study Funding
Reverse Carryover (from 2021 Study Associated Modeling) to 2022 Supplemental Traffic Counting	204	204	2021	2022	$ (12,800)	N - 2021 Carryover to Fund a Previously Fully-Funded 2022 Study
				TOTAL - 204	**$331,600**	
					$237,800	*Carryover from 2021*
					$126,600	*Funds added to 2022*
					$(32,800)	*Funds decreased from 2022 Program*
TIP Development, Implementation and Amendments		205		2022	$5,740	Y
				TOTAL - 205	**$5,740**	
Staff Coordination of MTP		206		2022	$150	Y
				TOTAL - 206	**$150**	

TOTAL SUM **$ 374,342**

November 29, 2021

TO: Bismarck City Commission

FROM: Deidre Hughes, Executive Director

SUBJECT: FY2023 - 5310 Grant Approval

RECOMENDATION: The Bis-Man Transit Board recommends approval of the grant application for submittal to the City of Bismarck and the State of North Dakota.

BACKGROUND: Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program goal is to improve mobility for older adults and persons with disabilities throughout the country. Under 49 U.S.C. 5310 funding provides financial assistance for capital purchases and operating assistance for transportation services planned, designed and carried out to meet the special transportation needs of older adults and persons with disabilities in all small urban and rural areas.

DISCUSSION: If awarded, the grant funds will cover expenses from July 1, 2022 to June 30, 2023, which is the state fiscal year.

FINANCIAL IMPACT: If the application is approved by the North Dakota Department of Transportation, Bis-Man Transit would be required to provide 20% local match for the mobility manager salary and 50% local match for the after hours and Sunday demand response service.

Project	Federal	Local
Mobility Manger Salary	$24,240	$6,060
After Hours Demand Response Service	$71,250	$71,250
Sunday Demand Response Service	$49,500	$49,500

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FY2023 - Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities		
Agency Name	**Bis-Man Transit**	
Agency Contact	**Deidre Hughes**	Phone: **701.258.6817**
DUNS #	**83-441-0987**	

Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program goal is to ***improve mobility for older adults and persons with disabilities throughout the country.*** Under 49 U.S.C. 5310 funding provides financial assistance for capital purchases and operating assistance for transportation services planned, designed and carried out to meet the special transportation needs of older adults and persons with disabilities in all small urban and rural areas. The program requires coordination of federally assisted programs and community services in order to make the most efficient use of federal resources.

The entire Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is further explained in FTA Circular 9070.1G, located on the FTA website at:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15%281%29.pdf

Please Note:

- This application for funding will use FTA annual apportionment Section 5310 funds, Coronavirus Response and Relief Supplemental Apportionments Act (CRRSAA) for 2021 and American Rescue Plan (ARP) Act of 2021 funds.
- CRRSAA and ARP for operating and mobility manager projects is 100% federal funds with no match required. Funding these operating and mobility manager projects is the top priority for these funds. ADA vehicles may not be funded at 100%.
- Capital project requests for ADA vehicles will require a minimum of **15% Local Match**. All other capital project requests will require a minimum of **20% Local Match**.
- Mobility Manager salary is a capital project expense and requires a minimum of **20% Local Match for Section 5310 annual apportionment funds.**
- Assets purchased with Federal Funds must be maintained and inventoried through a Transit Asset Management (TAM) Plan.
- As with most Federal Assistance Programs, Section 5310 is designed as a reimbursement program. Your agency should be prepared to pay for expenses upon delivery/acceptance and then request reimbursement from NDDOT.
- If you are awarded a Section 5310 project, your agency will be required to report a number of

performance measures, at least annually, to NDDOT. Information required to report may include, but not limited to the following:

- The number of 5310 one-way trips;
- The number of 5310 vehicles you have in service; and
- 5310 ridership demographics.

- If requesting a replacement vehicle, the vehicle listed must have met FTA/NDDOT Useful Life. However, regardless of useful life having been met, federal interest remains until the value of the vehicle or equipment falls below $5,000.
- If you receive $750,000 from any federal source, you are required to have a Single Audit per 2 CFR 200 Subpart F.
- Vehicles may be used to provide meal delivery service for homebound persons on a regular basis in conjunction with passenger transportation. Delivery service **must not** conflict with the provision of transit services or result in reduced service to transit passengers.
- Federal Funds awarded for vehicles will only be awarded for ADA vehicles requests.
- Prior to contracting, your agency must have a completed FY 2022 FTA Certifications and Assurances uploaded in BlackCat.
- Prior to contracting, your agency must be active in the System of Award Management (SAM.gov).
- All applications are due **December 31, 2021, 12:00pm CDT.** Late and/or incomplete applications may be subject to a penalty percentage reduction of requested amount or may be eliminated from funding consideration.
- The NDDOT Transit Staff is available to provide guidance and answer any questions on the application process. E-mail: bhanson@nd.gov, dkarel@nd.gov, or jsmall@nd.gov.

General Information

1. Provide a detailed description of the transportation services your agency currently provides for seniors and disabled individuals, and any plans for increasing services, expanding service area and increasing ridership. (include days and hours of service, fare structure, total vehicles in service, type of service being provided, transportation provided to what counties and communities in your service area, etc.).

Bis-Man Transit currently provides fixed route service for the cities of Bismarck and Mandan and complementary paratransit services, with demand response available for senior and disabled passengers including those in the City of Lincoln. We remain focused on transitioning current demand response riders to our fixed route service, as well as gaining new fixed route ridership with a fixed route redesign. A complete route restructure will help bolster fixed route ridership and make for a more usable system for Bismarck and Mandan by shifting routes to low-income residential locations. The most recent route re-design went into effect February 1, 2021.

Fixed route service is provided on six routes from 6:30 a.m. - 7:00 p.m. Monday through Friday and 7:30 a.m. – 7:00 p.m. on Saturday. All 9 vehicles in the fixed route fleet are ADA accessible with service being provided for Bismarck and Mandan. Regular fares are: $1.50 for a one-way trip, $6.00 for a 1-day pass, and $36 for a 30-day pass. Fares for those who are certified to utilize our demand response services or those

over the age of 65 are able to ride free. Reduced fares for students K-College, veterans, and those on Medicare is $.75 for a one-way trip, $3.00 for a one-day trip, and $24.00 for a 30-day pass. In 2019, 102,538 unlinked passenger trips were provided on fixed route. In 2020, 55,445 unlinked passenger trips were provided on fixed route. The significant decline can be attributed to the COVID-19 pandemic.

Paratransit/demand response service is provided to individuals with disabilities and seniors over the age of 70 with a fleet of 19 cutaway buses and two rear lift vans. The service area covers the city limits of Bismarck and Mandan, the city of Lincoln and within ¾ mile of any fixed route. A one-way fare is $3.00/ Services are provided from 5:30am – 12:00am, Monday through Saturday and 7:30am - 2:30pm on Sunday. In 2019, 108,609 unlinked passenger trips were provided on paratransit. In 2020, 71,635 unlinked passenger trips were provided on paratransit. The significant decline can be attributed to the COVID-19 pandemic.

Services are provided in both Burleigh and Morton Counties

2. Explain where in your current 3-5 Year Plan this project(s) is specifically stated (list section and page number(s)). Your current plan must be uploaded into BlackCat Resources.

☒ Yes List section and page number(s):
☐ No (Applicant must provide an explanation)

Page 57 of the current Transit Development Plan also describes the possibility of eliminating this evening service if enough funds are not able to be obtained to keep the system running under its current design.

The mobility manager duties are required for the processing of paratransit eligibility as well as rider training for both paratransit and fixed route passengers. This item was not indicated as a project within the Transit Development Plan; however, is necessary to continue providing service

3. What percentage of change in ridership has your agency experienced in the SFY2022 reporting period? Provide a brief explanation of the reason for the change in ridership.

☐ Increase

☒ Decrease *Due to COVID-19, Bis-Man Transit experienced a significant decrease in ridership for 2020. Ridership has been on the rise in 2021 for both paratransit and fixed route, but remains lower than pre-pandemic ridership.*

4. List all existing public transportation providers operating in your service area.

N/A

5. Are you the lead transit provider in your area? If not, what is the relationship of your program(s) to other transportation providers?

☒ **Yes**

☐ **No**

6. Please describe the need for transit service in your area for seniors and disabled individuals? Why does this need exist? How have you determined this need? How will the proposed project address this need for

service?
In Bismarck/Mandan, we have a large elderly and disabled population that requires public transportation to take them to medical appointments, employment, recreation and other destinations. The need for these trips extends into the evening hours. From 7:00 PM to 12:00 AM Monday thru Saturday, we transport approximately 6,500 on an annual basis which demonstrates that evening hour rides are needed in the community. From 7:30 AM to 2:30 PM on Sundays, we transport approximately 4,100 passengers on an annual basis.
7. Provide a description of how you market the transportation program and to whom in the box below.
Public transportation is promoted within the community through the use of social media, company website, participation in public school and college orientation days and community fairs, as well as various business partnerships. Fixed route bus maps have been placed throughout Bismarck and Mandan to encourage potential riders to try CAT Bus service. With the decrease in public parking available in the downtown Bismarck area, public transportation will play a major role in providing access to this area for individuals within the community.

Ridership and Fleet Information

***Report actual ridership numbers, miles and hours for SFY2021 & 2020.**

***Enter current fleet information below.**

***Current fleet and mile information MUST be also be updated in BlackCat Inventory.**

	SFY2021 - Ridership and Fleet Information	**SFY2020 - Ridership and Fleet Information**
Number of Annual Ridership (Trips) Provided	129,516	166,716
Number of Annual Revenue Hours	49,158.35	51,701.90
Number of Annual Revenue Miles	729,583.35	754,324.68
Number of Vehicles in Fleet	30	30

8. What is the purpose of the three most requested trips that your clients require? (e.g. medical, shopping, employment, education, social, etc.)
1. Employment
2. Medical
3. Social Services

Coordinated Public Transit Human Services Transportation Plan

Applicants must be part of a locally derived Coordinated Public Transit Human Services Transportation Plan approved by North Dakota Department of Transportation (NDDOT) and uploaded to BlackCat Resources prior to submission of this application.

9. When was your Coordinated Public Transit Human Services Transportation Plan approved by the NDDOT Transit Section? Has it been uploaded into BlackCat Resources? Since submitting your plan describe any additional efforts made to coordinate service.

The Coordinated Public Human Services Transportation Plan was approved on October 28, 2021 and has been uploaded into BlackCat. Several items from the previous plan were retained in the new plan. This includes continue to transition paratransit riders to fixed route, improving partnerships, and increase marketing efforts. Additional items in the new plan include increase public signage for better fixed route visibility and exploring after hour service for fixed route riders with 2022 timelines.

10. Describe any potential opportunities for additional coordination. (include social service agencies, county social services, community actions, educational institutions, youth groups, veteran services, religious organizations, other transportation services, etc.) that may address unmet transit needs in your service area.

Bis-Man Transit continues to focus on coordination with education institutions, local hospitals, social service agencies, group homes, and retirement communities. Through the recent route changes, many of these agencies were contacted for input. The current routes provide better access and coverage than in the past. Large flat fixed route flat maps have been distributed throughout the community to encourage ridership.

11. Is the requested project(s) part of a Coordinated Public Transit Human Services Transportation Plan?

☒ **Yes**

☐ **No**

12. If you marked Yes above, indicate the page number where this project is listed.

If you marked No above, explain why this project is not part of your current plan.

Page 13 indicates limited transportation alternatives within the community. Page 14 indicates current service hours. Page 28 and 29 detail strategies to increase community partnerships and involvement for the mobility manager.

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.

13. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

The project will help cover the expense of employing a marketing professional to focus communication efforts on the transportation options available to the community, training potential riders and agencies on the various

services available, and process the eligibility paperwork that is required for paratransit services.

14. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

☒ **Yes**

☐ **No**

15. Total cost of this project.

Total Cost (include federal and local amounts): $30,300
Federal Funds Requested: $24,240
Local Match Amount: $6,060
Source(s) of Local Match: Mill levy funds

Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than vehicle, please attach additional sheets and create a separate project for each vehicle request.

16. Provide a description of the vehicle you are requesting. (include: Year, Make, ADA qualified, and seating capacity)

Year:
Make/Model:
Seating Capacity:
Lift/Ramp: ☐ Yes ☐ No
Gas/Diesel/Other:

17. Describe in detail which programs and services the requested vehicle will be utilized in and how it will enhance or maintain your service?

18. What type of vehicle are you requesting?

☐ Replacement Vehicle
☐ Expansion Vehicle

19. If requesting a replacement, which vehicle in your fleet are you replacing?

a. Vehicle Information Number (VIN):

b. Vehicle Year:

c. Make/Model:

d. Current Mileage:

e. Vehicle In Service Date:
f. Has this vehicle information been updated in BlackCat Inventory? ☐ Yes ☐ No
20. If requesting an expansion vehicle, list the agency/community/county to be served (include hours and days of service and estimated ridership).
21. If operating a fixed route, what are the paratransit eligibility criteria for people to ride your service?
22. Provide an estimated timeline for the purchase of this vehicle. Provide a separate timeline if you are applying for different types of vehicles. ***See sample timeline below, add or remove lines as needed.***
Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:
Contract Award Date:
Initial Vehicle Delivery Date:
Final Vehicle Deliver Date:
Contract Completion:
Final Payment Submitted to DOT:
23. Amount requested for vehicle (include the base price plus all options with this request):
Total Vehicle Cost (include federal and local amounts): Federal Funds Requested: Local Match Amount: Source(s) of Local Match:

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.
13. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.
The project will help cover the expense of maintaining night time services for those passengers who are elderly and disabled. After hours complementary demand response service takes place from 7:00 PM to 12:00 AM, Monday through Saturday. Presently, there are very few transportation alternatives for the elderly and disabled population within the service area. This leaves Bis-Man Transit as the only option for many

during the nighttime hours currently offered. With funding on the decline, it is increasingly difficult to maintain demand response services for the special need's community outside of the required ADA times.

14. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

☐ **Yes**

☐ **No**

15. Total cost of this project.

Total Cost (include federal and local amounts): $142,500
Federal Funds Requested: $71,350
Local Match Amount: $71,350
Source(s) of Local Match: Mill levy funds

Non-Vehicle Project Request

There is space provided below to request a project. NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each request.

13. Please describe in detail your proposed project. Be specific and include a description of what you would like to purchase and how it benefits your transportation program.

The project will help cover the expense of Sunday services for those passengers who are elderly and disabled. Sunday complementary demand response service takes place from 7:30 AM to 2:30 PM, Monday through Saturday. Presently, there are very few transportation alternatives for the elderly and disabled population within the service area. This leaves Bis-Man Transit as the only option for individuals seeking transportation on Sundays. With funding on the decline, it is increasingly difficult to maintain demand response services for the special need's community outside of the required ADA times.

14. If this is a request for Mobility Manager funding, a current job description, including goals and achievements from the previous year, must be attached. Have you attached these documents to this application?

☐ **Yes**

☐ **No**

15. Total cost of this project.

Total Cost (include federal and local amounts): $99,000
Federal Funds Requested: $49,500
Local Match Amount: $49,500
Source(s) of Local Match: Mill levy funds

Following are suggested price requests for vehicles based on current state bid quotes. Keep in mind if you intend to order vehicles with additional options, prices will vary accordingly. See the State Bid website at https://apps.nd.gov/csd/spo/services/bidder/listCurrentContracts.htm		Estimated Delivery time (in months)
15 Passenger or 12 + 2 Passenger Cutaway/Bus NDDOT Term Contract No. 300	Base Price - $69,000- $91,000	9 - 12
Rear Lift ADA Transit Vehicle NDDOT Term Contract No. 301	Base price - $55,000 – $72,000	6 - 9
Frontrunner – Low Floor Vehicle – New England Wheels NDDOT Term Contract No. 381	Base Price - $119,000 – $121,000	9 - 12
ADA Low Floor Mini Van NDDOT Term Contract No. 382	NO CURRENT CONTRACT – CONTACT NDDOT WITH QUESTIONS	
Low-Floor Paratransit Ramp Buses NDDOT Term Contract No. 383	Base Price - $96,720 - $110,000	9 - 12
FTA Useful Life Standards		
Mini-Vans/Modified Vans – 3-14 passenger	4 years or 100,000 miles	
Med-Size Light Duty Cutaway – 8-16 passenger	5 years or 150,000 miles	
Med-Size Med Duty Cutaway/Bus – 16-30 passenger	7 years or 200,000 miles	
Med-Size Heavy Duty Bus – 24-25 passenger	10 years or 350,000 miles	
Large Heavy-Duty Bus – 35-40+ passenger	12 years or 500,000 miles	

Equipment & Miscellaneous Capital Projects

Fill in the requested information below regarding your Equipment and Miscellaneous Capital Project(s). These projects must directly relate to your transportation program. Any equipment purchased with these funds must be required for, and used for, public transportation.

NOTE: This request MUST first be created as a project in the Black Cat System. If applying for more than project, please attach additional sheets and create a separate project for each.

24. Describe your proposed project(s) in detail (detail MUST include: type, quantity, cost, purpose of equipment being requested).

Type: 250 Quantity: Purpose:
25. How does this project enhance your transportation program?
26. Have you completed an Independent Cost Estimate document to show that the price is fair and reasonable? Provide this documentation.
☐ Yes ☐ No (Applicant must provide an explanation)
27. Is an ITS Project/Architecture Checklist required for this project? Review (23 CFR 940.13), see SFN 60212 located in the BlackCat Resources.
☐ Yes ☐ No (Applicant must provide an explanation)
28. Has the NDDOT ITS Project/Architecture Checklist been completed and submitted with this application for review?
☐ Yes ☐ No (Applicant must provide an explanation)
29. Provide an estimated timeline for the purchase of this equipment. Provide a separate timeline if you are applying for different types of equipment. ***See sample timeline below, add or remove lines as needed.***
Request For Proposal (RFP)/Invitation For Bid (IFB) Issue Date:
Contract Award Date:
Deliver/Installation Date:
Contract Completion:
Final Payment Submitted to DOT:
30. Total cost for the project?
Total Cost (include federal and local amounts): Federal Funds Requested: Local Match Amount: Source(s) of Local Match:

Travel & Training

31. List the training the Director attended in the past year. Included dates and conference/training name, including the DOT meetings.
Total amount reimbursed for travel in FY2022:
32. Provide the conferences and meetings you will be requesting to attend this year and include an estimated RTAP Travel Budget to be requested.
Total estimated travel budget for FY2023:

Local Match & Total Funding Request

In the table below, list requested projects by priority, and specify in detail the sources and dollar amounts of Local Match funding (State Aid, Mill Levy, Other Directly Generated Funds etc.) that are available to be used towards each project (Vehicle, Facility Rehabilitation & Construction, and/or Equipment/Miscellaneous Capital). In-kind funds cannot be used as local match to 5310 contracts.

Local match listed here cannot be already targeted as match for a FY2023 5339 or 5311 applications.

Farebox revenue cannot be used as Local Match.

Documentation of sources of Local Match (including State Aid) MUST be attached or it will not be considered.

This project ranking should match your prioritization in BlackCat.

Ranking	Project	Federal Dollars Requested	Local Match Needed	Sources of Local Match*
1	Mobility Manager	$24,240	$6,060	Mill Levy
2	After Hours Demand Response Service	$71,250	$71,250	Mill Levy
3	Sunday Demand Response Service	$49,500	$49,500	Mill Levy
4				
5				

APPLICATION CHECKLIST AND SIGNATURE PAGE

This checklist is included for your review and completion prior to submittal of your application to ensure your submission includes all required documents. Please upload the required documents in your agency's account in the BlackCat Transit Data Management System (BlackCat).

	Section 5310 Applicants must submit the following (check box when complete):
X	Completed 5310 Application;
X	Document(s) identifying sources of local match funds – Signed letters from source(s) of local match, State Aid Contract, mill levy, city funds, etc.;
X	Update vehicle information, mileage and condition in BlackCat Inventory;
X	Update Transit Board Members information in BlackCat;
X	Certify and upload a current Authorizing Resolution form;
X	Upload your annual registration from the System for Award Management (SAM.gov)
n/A	Complete and include the NDDOT ITS Project Architecture Checklist Systems Engineering Compliance (SFN 60212), (if applicable);
X	The following documents MUST be current and uploaded into BlackCat Resources: Coordinated Human Services Plan, 3-5 Year Plan, Title VI Plan, Drug & Alcohol Plan, and TAM Plan.

I hereby certify that as a person authorized to sign for

Bis-Man Transit

Transit Agency Name

That I have reviewed the application submitted and to the best of my knowledge all statements and representations made are true and correct. I also hereby certify:

1. Adequate funds will be available to provide the required local match and to operate the project; and

2. Sufficient managerial and fiscal resources exist to implement and manage the grant as outlined in this application; and

3. The project items purchased under this grant shall be maintained in accordance with the detailed maintenance schedules as stipulated by the manufacturer; and

4. The transit agency agrees to meet the applicable federal and state requirements.

Deidra Hughes

Signature of Authorized Representative

11/29/2021

Date

EXHIBIT Y

TAC Meeting Format Poll Results

LOCATION:	**IN-PERSON** **6.5 VOTES**	**REMOTE** **4.5 VOTES**
DMA RECORDING:	**YES** **8 VOTES**	**NO** **3 VOTES**
TIMING:	**JANUARY 2022** **8 VOTES**	**MARCH 2022** **2 VOTES**

EXHIBIT Z

2022 MPO CALENDAR OF MEETINGS

	TAC	Policy Board
January	18	18
February	14	15
March	14	15
April	18	19
May	16	17
June	20*	21
July	18	19
August	15	16
September	19	20
October	17	18
November	14*	15
December	19	20

TAC meetings begin at 10:00 am
Policy Board meetings begin at 1:30 pm

Policy Board meetings are held in:
Bismarck January-June
Mandan July-December
Currently, all TAC meetings are held in Bismarck.

*The TAC meetings in June and November will be held in Mandan.

Progress Reports and Study Exhibits to be included in meeting packets are due a minimum of 10 days prior to the TAC meeting dates

EXHIBIT AA

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News

The Bipartisan Infrastructure Law Will Deliver for North Dakota

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in North Dakota is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for North Dakota**. For decades, infrastructure in North Dakota has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave North Dakota a C on its infrastructure report card. The historic Bipartisan Infrastructure Law will make life better for hundreds of thousands of North Dakota residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regards to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In North Dakota there are 444 bridges and over 830 miles of highway in poor condition. Since 2011, commute times have increased by 9.9% in North Dakota, and on average, each driver pays $410 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, North Dakota would expect to receive approximately $1.9 billion over five years in Federal highway formula funding for highways and bridges**. On an average annual basis, this is about 31.8% more than the State's Federal-aid highway formula funding under current law (1). North Dakota can also compete for the $12.5 billion Bridge Investment Program for economically significant bridges and $15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. North Dakota can also expect to receive approximately $41 million over five years in formula funding to reduce transportation-related emissions, in addition to about $46 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests $13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, North Dakota will receive approximately $15 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels (3). Local and tribal governments in North Dakota will also be eligible to compete for $6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these

entities to support their efforts to advance "vision zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. In addition, North Dakota can expect to receive approximately $19.5 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant. This represents about a 43% increase in funding compared to FAST Act levels (4). North Dakota will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified.

Improve healthy, sustainable transportation options for millions of Americans. North Dakotans who take public transportation spend an extra 41.2% of their time commuting and non-White households are 2.9 times more likely to commute via public transportation. 18.6% of transit vehicles in the state are past useful life. **Based on formula funding alone, North Dakota would expect to receive about $110 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 41% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests $7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, North Dakota would expect to receive about $26 million over five years to support the expansion of an EV charging network in the state (6). North Dakota will also have the opportunity to apply for grants out of the $2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes $66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, $22 billion would be provided as grants to Amtrak, $24 billion as federal-state partnership grants for Northeast Corridor modernization, and $12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, North Dakota will be eligible to compete for $5 billion for rail improvement and safety grants and $3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in North Dakota would receive approximately $94 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, $5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All ($6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance "vision zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants ($15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants ($14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs ($5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program ($2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program ($23B, expanded)** – The BIL guarantees $8 billion, and authorizes $15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- **Federal Aviation Administration (FAA) Terminal Program ($5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects ($15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program ($8.7B, new)** – PROTECT will provide $7.3 billion in formula funding to states and $1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **5307 Ferry Program ($150M, existing)** – BIL retains the $30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program ($500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program ($2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges ($12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.

- **FTA All Station Accessibility Program ($1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to $2.5B, new)** – This discretionary grant program will provide up to $2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program ($1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Fed. Lands and Tribal Projects ($1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program ($1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- **Rural Surface Transportation Grant Program ($2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

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(1) These values are estimates and may change based on updated factor data each fiscal year.
(2) These values are estimates and may change based on updated factor data each fiscal year.
(3) These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in "equal amounts for each fiscal year 2022 through 2026". This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.
(4) These values are estimates and may change based on updated factor data each fiscal year.
(5) Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA's National Transit Database.
(6) These values are estimates and may change based on updated factor data each fiscal year.
(7) Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.

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