

**Glacier Rail Park/Kalispell Core Area Development and Trail  
Detailed Schedule, Budget Summary, Sources and Uses of Funds and Work Plan**

Detailed Project Schedule

Rail Park- Trail Project Schedule	Approved/Complete
REVIEWED-Rail Park Categorical Exclusion Worksheet (FRA)	April 2015
REVIEWED-Rail Park Layout & Operation Plan (BNSF)	April 2015
APPROVED-Traffic Design Concept and Location (Montana DOT)	April 2015
COMPLETED-Construction Documents for Rail Park	June 2015
SUBMITTED-Trail Categorical Exclusion Worksheet (USDOT)	June 2015
Approval-Water Design (City of Kalispell and Montana DEQ)	June 2015
Approval-Sewer and Storm Water Design (City of Kalispell and Montana)	September 2015
APPROVAL-Traffic Design Construction Documents (Montana DOT)	September 2015
RECEIVE- Notice of Award from the US DOT	September 2015
BID- Construction of Rail Park	September 2015
SIGN- Lease with CHS	September 2015
BEGIN- Rail Abandonment and Rail Banking Process	September 2015
RECEIVE- TIGER VII funds from US DOT	January 2016
SIGNED-Rail Park Construction Contract	February 2016
BEGIN-Rail Park Construction	March 2016
COMPLETE- Environmental Site Assessments for Trail	July 2016
COMPLETE-Construction of Rail Park	December 2016
COMPLETE-CHS Facility Construction and Relocation	December 2016
COMPLETE- Rail Abandonment and Rail Banking Process	January 2017
COMPLETE-Trail Property Acquisition	February 2017
COMPLETE-Final Design and Construction Documents for Trail	February 2017
BID-Construction Costs of Trail	March 2017
AWARD- Contract for Trail Construction	May 2017
OBLIGATED- All TIGER Funds	June 2017
REMOVE Track	June 2017
TRAIL Construction	July 2018
COMPLETE- Complete Street Extensions and Upgrade Pedestrian Crossings	October 2018

Sources and Uses of Funds

Source of Project Funds	Contribution	Total	Percentage of Project
<b>Proposed TIGER 2015</b>	\$10,000,000	\$10,000,000	47%
<b>BNSF Contribution</b>	\$500,000	\$11,175,375	53%
<b>City of Kalispell Contribution</b>	\$4,500,000		
<b>Flathead County Economic Development Authority (FCEDA)</b>	\$6,175,375		
<b>Total Project</b>	\$21,175,375	\$21,175,375	100%

Budget Summary

Item Description	Additional Info	Unit	TIGER Funds	Matching Funds	Total Project Funds
<b>FCEDA RAIL PARK</b>					
Easement and Property Acquisition			\$0	\$225,000	\$225,000
Railroad Track	13,724 Feet of New Rail	LS	\$4,307,040	\$0	\$4,307,040
Roadway and Traffic Improvements	6,600 feet of Roadway, Traffic Signal	LS	\$2,620,852	\$0	\$2,620,852
Electric and Gas	Electric and Gas Service to Facility	LS	\$0	\$310,000	\$310,000
Grading		CY	\$0	\$3,326,587	\$3,326,587
Wastewater and Storm Water	Wastewater Service to Facility	LS	\$0	\$1,162,000	\$1,162,000
Water	Water Service to Facility	LS	\$0	\$972,356	\$972,356
Engineering	Utilities, Rail and Road	LS	\$0	\$1,741,500	\$1,741,500
Mobilization	Cost to Prepare for Construction	LS	\$0	\$691,000	\$691,000
Legal/Admin/Permitting	Contractual Agreements	LS	\$0	\$194,000	\$194,000
Bonding, Interest, Insurance	Financing	LS	\$0	\$500,000	\$500,000
Budget Risk Management	Budget Risk Management	LS	\$0	\$1,000,000	\$1,000,000
<b>KALISPELL TRAIL</b>					
Multi-Use Trail Engineering	10,500 Feet of New Trail	LS	\$0	\$325,000	\$325,000
Multi-Use Trail and Complete Street Connections	Remove Rail and Create Trail	LS	\$3,072,108	\$789,892	\$3,862,000
<b>TOTAL ESTIMATED COST</b>			<b>\$10,000,000</b>	<b>\$11,175,375</b>	<b>\$21,175,375</b>

**Schedule Description**

**Construction—Glacier Rail Park** will be ready to begin construction October 2015. The NEPA process, initiated in January 2014 coincides with this TIGER VII application, per the guidance from the Federal Railway Administration which has reviewed the Categorical Exclusion Worksheet for the Rail Park and recommended an updated Categorical Exclusion Worksheet including the Trail. The Trail Categorical Worksheet was completed May 2015 and submitted with the TIGER 2015 application. A Traffic Impact Analysis has been completed and

KLJ Engineering has completed engineering and design of the park. Construction documents will be completed and submitted to BNSF Railways in June 2015. The Montana Department of Transportation has approved the location and preliminary design of the needed improvements to Flathead Drive and the intersection at US Highway 2 East. Montana Department of Transportation has provided a Letter of Support for the project. Final design approvals and construction documents for the road and intersection improvements will be complete September 2015. Project construction will be put out for bid in September 2015. The construction of the Rail Park is scheduled to begin March 2016 and will be completed in December 2016. The project will be competitively bid per standard municipal and county procurement practice and in compliance with USDOT requirements.

FCEDA, project partners, and the engineering consultants have established risk mitigation protocols which ensure TIGER VII funding will be obligated before September 2017.

### *Task 1.0: Railroad*

An existing rail mainline owned by BNSF Railway and operated by Watco Companies/Mission Mountain Rail currently passes adjacent to the site of the FCEDA Rail Park. There is also an existing switch and single rail spur that extends into a portion of the neighboring BNSF Railway property immediately north, serving established rail customers Glacier Stone Supply and Klingler Wood Products. A total of 13,774 feet of rail is proposed for construction. This rail will be utilized by CHS and additional users including a transload facility.

### *Task 2.0: Roadways and Grading*

This task will include permitting, design, bidding, and construction for 6,600 feet of new and upgraded roadway. The planned roadway width is 34 feet with gravel base, asphalt pavement surfacing, and curb and gutter. Stormwater infrastructure will also be installed to accommodate site drainage and meet municipal requirements. The budget includes widening the railroad crossing in the Rail Park as well as lights, gates, and bells at the rail crossing. Improvements outside of the facility are also proposed including installation of a traffic signal light at the intersection of US Highway 2 and Flathead Drive to facilitate traffic to and from the site. Montana Department of Transportation (MDT) has approved the proposed changes to US Highway 2.

### *Task 3.0: Electrical and Gas*

This task includes installation of electrical and gas service to accommodate each user of the Rail Park facility. There is existing electrical and gas infrastructure within close proximity to the Rail Park but it will be required to network throughout the facility.

#### *Task 4.0: Wastewater*

This task includes permitting, design, bidding, and construction of wastewater facilities to service the Rail Park facility. Wastewater infrastructure will connect to the existing City of Kalispell sewer main located south of the Rail Park. A lift station will be placed at the intersection of a private road and Flathead Drive. Gravity main will be installed throughout the Rail Park facility and along East Oregon Drive and drain to the lift station. The lift station will pump through a force main along East Oregon Drive to its connection with the City of Kalispell's existing sewer main. A total of 2,200 feet of gravity sewer main and 2,400 feet of 4-inch force main are planned for installation.

#### *Task 5.0: Water Supply*

This task includes permitting, design, bidding, and construction of water supply infrastructure to service the Rail Park facility. Water infrastructure will connect to the existing City of Kalispell water main at the intersection of East Oregon Drive and 4th Avenue North. It will travel within existing ROW along E. Oregon to its intersection with Flathead Drive, west through the center of the Rail Park facility to its intersection with Whitefish Stage Road, and south along Whitefish Stage Road to a point where it will connect back into City of Kalispell water system infrastructure. This would provide a looped system to maximize fire flows. Approximately 8,600 feet of 12-inch water main is planned for installation along with 17 fire hydrants.

### **Construction— Kalispell Trail**

Environmental Site Assessments will be completed July 2016 with clean-up, if needed, starting in September 2016. The trail, pedestrian street crossing upgrades, rail bridge conversion and complete streets connection will be fully built by October 2018.

#### *Task 1.0 Rail Abandonment*

BNSF Railways has agreed to begin the Federal Rail Administration's rail abandonment process when both current users of the rail in the Kalispell Core Area have been either relocated to the Glacier Rail Park or appropriately compensated as documented in the Memorandum of Understanding between FCEDA and the City of Kalispell. When Watco Companies/Mission Mountain Rail requests to BNSF to abandon the tracks in the Kalispell Core Area and for an amendment to their current lease, BNSF will proceed with the Federal Abandonment Process and railbanking.

### *Task 2.0 Trail Property Acquisition*

The City of Kalispell has been in conversation with all adjacent property owners along this 2-mile route. Property owners support this project both for the benefits that it brings to the community, but also because it will enhance the value of their property and provide their clients and customers an attractive additional form of access to their facility or business. BNSF has indicated in writing to the City that they will enter into an agreement begin the abandonment and railbanking process when CHS is relocated to the Glacier Rail Park. The City of Kalispell will seek Public Use Conditions from the Surface Transportation Board and pursue railbanking negotiations with BNSF. BNSF's easement represents an ownership interest which they have agreed to convey to the City of Kalispell through the rail banking process. The City of Kalispell has set aside Tax Increment Finance District funds to acquire properties/easements as needed and will work with the Rails to Trails organization as the trail is developed.

### *Task 3.0 Environmental Site Assessments and Remediation*

The USEPA, Region VIII Office has committed its Targeted Brownfields Assessment Program for Environmental Site Assessments in the Core Area including the area of existing track to be converted to trail and the three CHS properties that will be conveyed to FCEDA for redevelopment following the CHS relocation. These environmental assessment costs are anticipated to be well in excess of \$100,000. As appropriate, the City of Kalispell will make available its \$1 million Brownfields Revolving Loan Fund Program to the clean-up effort. The City has operated a successful Brownfields program since its first award in 2009 and has the proven experience to execute Task 3.0. Through Assessment grants, Kalispell has conducted 14 Phase I and 5 Phase II environmental site assessments—most in the Core Area due to the high concentration of brownfields caused by historic uses. Kalispell has also exercised its Clean-up Revolving Loan Fund grant through a high profile petroleum clean-up in the Core Area and is currently working on an even larger scale, hazardous material clean-up project further down Main Street. Trail related environmental assessment work will be completed by July 2016 before the Rail Abandonment and Rail Banking Process is complete.

### *Task 4.0 Trail Design*

A preliminary design and feasibility study was completed in June 2013. The City will advertise for final design, engineering and construction drawings once rail abandonment has been completed with the anticipation of going to immediate construction of the Trail. The Trail will be a 10 foot wide paved/concrete universally accessible pedestrian trail and include a conversion of the rail bridge to a pedestrian bridge over US Hwy 2. Lighting will be provided along the Trail to insure safe access night and day. Three regional trailhead connections are proposed where the new Trail will intersect with existing trail systems allowing the Kalispell Trail to connect to a 3 ½ mile trail north to the regional hospital, community college and commercial shopping, a 22-mile trail to the west and an 11-mile trail running south.

### *Task 5.0 Track Removal*

Once the BNSF track has been abandoned, BNSF will salvage the existing rail and ties for either re-use or recycling depending on the quality of the materials.

### *Task 6.0 Trail Construction*

The project will be competitively bid per standard municipal and county procurement practice and in compliance with USDOT requirements.

### *Task 7.0 Upgrade Pedestrian Crossings*

The Trail will cross six existing streets and four new streets. The design will provide for the construction of safe ADA compliant crossing points. The crossing will be designed to shrink the size of the street width at the particular crossing and provide pedestrian actuated crossing signals to insure safe crossing points. Additionally, the Trail project will convert the existing rail bridge spanning US Hwy 2 into a bike and pedestrian bridge safely providing the only crossing point in a one-mile stretch of highway.

### *Task 8.0 Complete Street Extension*

Once BNSF has abandoned the rail line and removed the track, the City proposes to construct four new cross streets across the abandoned rail area to improve vehicle and pedestrian access into the downtown. These four new crossing will augment the existing six crossings along this 2-mile corridor previously blocked by the presence of the railroad. These streets will comply with the City complete street policy. This will greatly ensure pedestrian access to the new trail system and further allow free movement of both pedestrians and vehicles through the Core Area and downtown of Kalispell previously cut-off by the railroad.