



# KALISPELL POLICE DEPARTMENT

312 1<sup>st</sup> AVE EAST – PO Box 1997 – KALISPELL, MT 59903

TELEPHONE (406) 758-7780 – FAX (406) 758-7799

E-MAIL - KPD@KALISPELL.COM

*'Striving to Exceed Expectations'*

June 22, 2016

Tom Jentz  
Environmental Certifying Officer  
Kalispell Planning Director  
201 1<sup>st</sup> Avenue East  
Kalispell, MT 59901

Dear Mr. Jentz:

The Kalispell Police Department strongly supports the local proposal for the TIGER Discretionary Grant Program to create an industrial rail park.

As part of this project, rail tracks, travelling through downtown Kalispell would be removed and replaced with a multi-use pedestrian path. Other than an occasional supply train, the rail gets very little traffic and is a very difficult area to police. The area adjacent to the rail is overrun by weeds, and other unmanaged vegetation. Because of the limited traffic and overgrown vegetation, this area attracts transients who set up makeshift camps in the area, creating an appearance of an unsafe environment and leaving behind mounds of trash.

In this rail track area litter is abundant, graffiti is common place and people congregate to consume illegal substances. The rail track abuts the back side of commercial businesses and storage units where we experience a high frequency of break-ins, theft and vandalism. This overrun area provides cover for criminals approaching and leaving the area.

One of the businesses served by the rail is an agricultural supply retailer which also maintains several agricultural silos. These silos provide bulk sales service to local farmers and as a result large trucks transport product to and from this location in the heart of Kalispell. The location is on the edge of a residential neighborhood adjacent to a major retail mall. It is also along a major arterial leading to the city's largest high school. Transported products include grain and fertilizer. These trucks add to congestion, at times closing lanes of traffic during harvest, and carry potentially hazardous materials.

Another very positive impact of this project would be the added crossroads. Additional crossroads would have a major impact on improving traffic flow through the downtown area as it would disperse traffic that is currently bottlenecked to just a handful of rail crossings.

The removal of the rail tracks from the heart of Kalispell, creation of a multi-use pedestrian trail and construction of a rail park would positively affect crime rates, safety and blight in the Kalispell area.

This project has the full support of the Kalispell Police Department!

Sincerely,

A handwritten signature in blue ink that reads "Roger Nasset".

Roger Nasset  
Chief of Police

ROGER NASSET, CHIEF OF POLICE



# United States Department of the Interior

## Fish and Wildlife Service

Ecological Services

Montana Field Office

585 Shepard Way

Helena, Montana 59601-6287

Phone: (406) 449-5225 Fax: (406) 449-5339



File: M29 Public (I)  
06E11000-2015-TA-0251

May 29, 2015

Tom Jentz  
Planning Department  
201 1<sup>st</sup> Avenue East  
Kalispell, MT 59901

Dear Mr. Jentz:

This is in response to your May 8, 2015, letter requesting U.S. Fish and Wildlife Service (Service) comment regarding potential impacts to wetlands, and threatened and endangered species relative to the proposed Flathead County Rail Park and Multi-use Path in Kalispell, Montana. This project would be partially funded by a federal TIGER Discretionary Grant. The proposed project would develop a 40 acre rail park for tenants, through development of rail, road, and utility infrastructure, leveraging the site's access to the BNSF rail line. Additionally, the City of Kalispell would convert the existing rail grade through Kalispell and the rail bridge over US Highway 2 into a multi-use trail. Up to an additional four crossroads would also be planned to connect Center Street with US Highway 2 to the north. Your letter, project summary, and site plans were received at our office on May 18, 2015.

We offer the following comments under the authority of and in accordance with the Migratory Bird Treaty Act (MBTA; 16 U.S.C 703 et seq.), as amended, Bald and Golden Eagle Protection Act (BGEPA; 16 U.S.C. 668-668d, 54 Stat. 250), as amended, Executive Order 13186 Responsibilities of Federal Agencies to Protect Migratory Birds, and the Endangered Species Act (ESA; 16 U.S.C. 1531 et seq.), as amended.

The federally-listed T/E species that may occur in Flathead County are the threatened bull trout (*Salvelinus confluentus*) and designated critical habitat, Canada lynx (*Lynx canadensis*) and critical habitat, grizzly bear (*Ursus arctos horribilis*), Spalding's campion (*Silene spaldingii*), and yellow-billed cuckoo (western population; *Coccyzus americanus*). Candidate species meltwater lednian stonefly (*Lednia tumana*) and whitebark pine (*Pinus albicaulis*) also may occur in Flathead County. Given the information described in your letter and accompanying materials, we do not anticipate adverse effects to threatened, endangered, or candidate species or critical habitat to result from proposed project implementation within the designated project area.

This project should be re-analyzed if new information reveals effects of the action that may affect listed species or designated or proposed critical habitat (1) in a manner or to an extent not considered in this letter, (2) if the action is subsequently modified in a manner that causes an

effect to a listed species or designated or proposed critical habitat that was not considered in this letter, and (3) if a new species is listed or critical habitat is designated that may be affected by this project.

We recommend coordination with Montana Fish, Wildlife and Parks at 1420 East Sixth Ave., P.O. Box 200701, Helena, Montana 59620-0701, (406) 444-2535 and the Montana Natural Heritage Program, 1515 East 6th Avenue, Box 201800, Helena, Montana 59620-1800, (406) 444-5354. Both of these agencies may be able to provide updated, site-specific information regarding eagle and other raptor nests, as well as all other fish, wildlife, and sensitive plant resources occurring in the proposed project areas.

If wetlands are impacted by this proposal, Corps of Engineers Section 404 permits may be required. The Service suggests any proposed or future project be designed to avoid and minimize impacts to wetland areas, stream channels and surrounding vegetation to the greatest extent possible. Direct, indirect and cumulative impacts, along with future activities required to maintain these improvements, should be analyzed.

If work is proposed to take place during the breeding season and may result in take of migratory birds, their eggs, or active nests, the Service recommends that the project proponent take all practicable measures to avoid and minimize take, such as maintaining adequate buffers, to protect the birds until the young have fledged. Active nests may not be removed.

The Service appreciates your efforts to incorporate fish and wildlife resource concerns, including threatened and endangered species, into your project planning. If you have questions or comments related to this issue, please contact Mike McGrath at [mike\\_mcgrath@fws.gov](mailto:mike_mcgrath@fws.gov) or (406) 449-5225, extension 201.

Sincerely,



for Jodi L. Bush  
Field Supervisor



May 29, 2015

Tom Jentz  
Environmental Certifying Officer  
City of Kalispell  
Planning Department  
201 1<sup>st</sup> Avenue East  
Kalispell, MT 59901

RE: TIGER Grant Application – Environmental Assessment Consultation

Dear Mr. Jentz:

Thank you for providing the Department of Environmental Quality (DEQ) the opportunity to comment on your TIGER Grant Application. Please consider the following comments in planning for the proposed project and grant application.

The project will need construction storm water permits for site disturbances >1 acre. When working on the railroad grade near and at the bridge will most likely require 318 permit coverage (temporary increase in stream turbidity) and possibly 404 permit coverage (working within the stream corridor). In tandem, a construction dewatering permit may be needed. If redevelopment includes hooking up to the City of Kalispell sewer system please work with the city on any pretreatment program that the WWTP requires. The site could also impact the city of Kalispell MS4 system by hooking up to current discharge channels and increasing or decreasing impervious surfaces within the MS4 boundary.

This project is consistent with the identified reasonably anticipated future use of the area surrounding the KRY Site. However, the property is not "adjacent" to the KRY Site; rather, the northeastern portion of the gravel pit property falls within the boundary of the KRY Site, a group of three Comprehensive Environmental Cleanup and Responsibility Act (CECRA) facilities. As the KRY Site is being remediated pursuant to a judicial abatement order under the authority of the CECRA program, a person not subject to the judicial order may not conduct any remedial activities on any part of the Facility without written permission from DEQ (see § 75-10-711(9), MCA and ARM 17.55.110). Currently, the rail park project team has been coordinating with DEQ's State Superfund (CECRA) program on work within the KRY Site boundary to ensure compliance with § 75-10-711(9), MCA and ARM 17.55.110. It is important that this level of coordination continue to ensure that redevelopment of the gravel pit property does not negatively impact the ongoing cleanup work at the KRY Site.

Additional comments for clarity and accuracy are provided below:

- Location and Existing Land Uses:
  - The discussion of the project site includes a substantial portion of the KRY Site that is outside of the gravel pit area. The text indicates that this area has been annexed into the City of Kalispell. DEQ's State Superfund (CECRA) program is not aware that the property currently owned by BNSF Railway Company and the Montana Department of Natural Resources and Conservation (DNRC) has been annexed into the City of Kalispell. If these properties have been annexed, please confirm and provide details of when the annexation occurred. If not, please revise the project description to more accurately depict the rail park project area.
- Environmental Concerns:
  - The state superfund (CECRA) facility is referred to as the "KRY Site."
  - The Record of Decision (ROD) is DEQ's final decision on the remedy for cleaning up the KRY Site. The other pertinent decision document is the June 2013 Explanation of Significant Differences (ESD) document, which identifies changes to the ROD. The listed Remedial Action Work Plan is simply a document that provides a roadmap for implementation of the ROD, but is not a decision document on its own.
  - DEQ did not determine that the soil excavations at the KRY Site were complete. Rather, BNSF completed the lead-contaminated soil excavation and offsite disposal portion of the ROD remedy in November 2010. Additional and larger-scale excavations were conducted in subsequent years. DEQ has not yet made a determination that all soil excavation necessary at the KRY Site is complete.
  - Please replace Moriah Bucy with Travis Erny as the KRY Site contact for the DEQ State Superfund program. Travis is the current assigned project officer on behalf of DEQ and Moriah Bucy is his supervisor. Travis may be contacted at [terny@mt.gov](mailto:terny@mt.gov) or 406 444 6802.

DEQ's experience with abandoned rail lines and other rails-to-trails projects indicates that active and abandoned rail lines may contain soil contamination from poly-aromatic hydrocarbons (PAHs), petroleum, and metals (particularly arsenic). DEQ recommends assessing the rail line for these constituents.

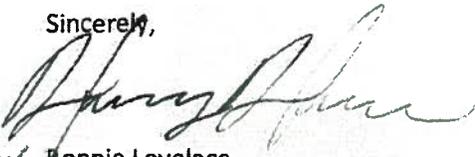
Also, attached is a list of all petroleum storage tanks release sites identified in DEQ's database within a one-mile radius of the intersection of Highway 93 and the rail line. Our current database cannot search along a linear feature, but we have included the street addresses and geographic coordinates for the sites. This list contains both active and resolved petroleum releases, as identified by the "resolved date" column. Because the rail line serviced current and former commercial/industrial portions of Kalispell, other sources of contamination may exist along the rail line that may or may not be identified on this

Tom Jentz  
May 29, 2015  
Page 3 of 3

list. Several petroleum bulk plants are known to have operated along the rail line in this area. If petroleum contamination is discovered during construction of this project, please report it to DEQ's release reporting Policy at: [http://deq.mt.gov/enf/Reports/SpillPolicy\\_2012.pdf](http://deq.mt.gov/enf/Reports/SpillPolicy_2012.pdf).

Finally, since the DEQ will be reviewing environmental documents, any additional comments will be addressed in the review of the preliminary engineering report, plans, and specifications for the proposed project and issuing a permit for construction. Emily Gillespie will be the review engineer for this project if you have any additional questions or concerns [egillespie@mt.gov](mailto:egillespie@mt.gov) or 406 755-8979.

Sincerely,

  
For Bonnie Lovelace  
Regulatory Affairs Manager  
Director's Office  
(406) 444-1760

REF # 15-062  
Encl: List of Petroleum Storage Tanks  
Water Protection Fact Sheet

**Fact Sheet**  
**Water Quality Permits for Construction Related Activities**  
Water Protection Bureau  
Montana Department of Environmental Quality

MPDES Storm Water Permit: Construction related activities that result in greater than one acre of disturbance and may generate storm water runoff from the construction site during the life of the project must obtain authorization prior to initiation of the construction activity. For purposes of this regulation, construction activities include clearing, grading, excavation, and stockpiling or placement of earthen materials. Routine maintenance activities that disturb less than 5 areas and do not change the original configuration of the site are not subject to this regulation. The owner or operator is required to develop a Storm Water Pollution Prevention Plan (SWPPP). These discharges are covered under a general permit (MTR10000). Coverage under the general permit is effective upon receipt of a completed NOI package (application, storm water pollution prevention plan, and fee).

MPDES Construction Dewatering: Non-storm water discharges of sediment laden water from coffer dams, trenches, pipeline construction, excavation pits, borrow areas, well development or other activities that is discharged to state waters, including irrigation canals, drainage ditches and wetlands, are prohibited unless authorized by the Department. Typically, these activities are authorized under the Department's general permit for construction dewatering (MTG070000). Under most conditions the permittee is required to construct and operate some form of treatment to remove turbidity and sediment to meet state water quality standards. The discharge of ground water that contains petroleum contaminants or other wastes must be authorized and comply with the requirements of the Department's petroleum clean up general permit (MTG790000 or MTX30000) prior to discharge to state surface or ground water. These permits are typically issued within 30 days of receipt of a completed application.

Short-term water quality standard for turbidity (318): Montana water quality standards prohibit the increase in sediment or turbidity above specific amounts in state surface waters. A Section 318 authorization provides a short-term turbidity standard for activities that are conducted in state waters and may cause disturbance of the streambed sediments. A 318 authorization is typically processed in 7 to 21 days but may require longer review for complexity or environmentally sensitive areas.

401 Certification: Section 404 of the federal Clean Water Act is administered by the US Army Corps of Engineers; these permits are for dredge and fill in waters of the US, including wetlands. Please contact the Corps at (406) 441-1375. The Department provides CWA 401 certification of 404 projects and works directly with the Corps on these issues. A joint application form is used.

**General Information**

**Fees:** All of the above permits require the applicant to pay a fee prior to Department review of the application. The fee varies depending on the type of permit and complexity of the project. A fee schedule is available upon request at (406) 444-3080, or on the Departments website at:

[www.deq.mt.gov](http://www.deq.mt.gov)

Site Name	Parcel ID	Acres	Address	City	Y-Val	X-Val	Area
BALDINGS USED CARS INC #3021	3021	12/11/1998	1010 E IDAHO ST	KALISPELL	48.204919	-114.297743	0.09
RYGG FORD SALES #1867	1867	1/28/2002	820 E IDAHO ST	KALISPELL	48.204197	-114.302337	0.13
DAILY INTERLAKE #4178	4178	3/5/2004	727 E Idaho St	Kalispell	48.203993	-114.30414	0.22
WOODLAND QUIKSTOP #3498	3498	6/9/2009	81 WOODLAND PARK DR	KALISPELL	48.200263	-114.298703	0.28
LASER SCHOOL #4177	4177	9/17/2003	514 E Washington St	KALISPELL	48.204322	-114.308046	0.39
MDOT MAINTENANCE SHOP #2241	2241	8/16/2011	85 5TH AVENUE EAST N	KALISPELL	48.201496	-114.307029	0.40
MDOT MAINTENANCE SHOP #3130	3130		85 5TH AVENUE EAST N	KALISPELL	48.201496	-114.307029	0.40
MDOT MAINTENANCE SHOP #3205	3205	5/30/2007	85 5TH AVENUE EAST N	KALISPELL	48.201496	-114.307029	0.40
MCELROY & WILKEN INC #2507	2507	3/14/2005	801 Whitefish Stage #2	KALISPELL	48.208784	-114.306126	0.44
FORMER LEDUC MOTORS #2780	2780		US Highway 2 E	Kalispell	48.20912	-114.293333	0.44
#2064	2064		1028 US Highway 2 E	Kalispell	48.20871	-114.29242	0.45
#2911	2911		55 4TH AVENUE EAST N	KALISPELL	48.200735	-114.308253	0.47
#3090	3090	9/23/2014	55 4TH AVENUE EAST N	KALISPELL	48.200735	-114.308253	0.47
#3698	3698	12/14/2006	55 4TH AVENUE EAST N	KALISPELL	48.200735	-114.308253	0.47
LAPLUME EXXON #1327	1327		335 E IDAHO ST	KALISPELL	48.202887	-114.310648	0.52
NOONS 437 #3482	3482	2/12/2003	305 E IDAHO ST	KALISPELL	48.202887	-114.310648	0.52
NOONS 437 #4392	4392	11/3/2009	305 E IDAHO ST	KALISPELL	48.202887	-114.310648	0.52
MONTE MANDARINO #1465	1465	8/8/2000	205 5TH AVE E	KALISPELL	48.197073	-114.30535	0.57
CHURCH #4114	4114	11/17/2011	329 2ND AVE E	KALISPELL	48.203596	-114.312402	0.60
MANION EQUIPMENT #4249	4249		249 E Center St	Kalispell	48.19930279	-114.3102287	0.60
KALISPELL RAILYARD #1825	1825	2/8/1994	NEAR MAIN & MARKET PLACE	KALISPELL	48.199197	-114.31136	0.65
CO #3037	3037	5/7/2007	121 1ST AVE E	KALISPELL	48.201429	-114.313166	0.66
CO #3481	3481	1/22/2013	121 1ST AVE E	KALISPELL	48.201429	-114.313166	0.66
LIBERTY THEATER #3547	3547	3/20/1999	120 1ST AVE E	KALISPELL	48.201429	-114.313166	0.66
ANTHONY TALBOT #982	982	11/29/1991	604 WOODLAND AVE	KALISPELL	48.193952	-114.299136	0.71
RICHARDS OIL CO KALISPELL BULK PLANT #1166	670		150 E RR	KALISPELL	48.20038	-114.31395	0.72
COLLEGE #489	489	11/20/1990	1ST AVE E	KALISPELL	48.198652	-114.312901	0.73

COLLEGE #981	981	12/17/1992	1ST AVE E		KALISPELL	48.198652	-114.312901	0.73
COLLEGE #3472	3472	7/27/1998	1ST AVE E		KALISPELL	48.198652	-114.312901	0.73
70092 #852	852	8/8/1991	N Main St & W Idaho St		Kalispell	48.20249	-114.31525	0.74
PRESTIGE AUTO (MDOT) #4202	4202		193 N MAIN ST		KALISPELL	48.20195683	-114.3151821	0.74
MDOT SUBWAY #4016	4016	7/30/2012	US HIGHWAY 93 & US HIGHWAY 2		KALISPELL	48.20204	-114.3152111	0.74
FORMER HARDEES #4334	4334	11/2/2007	US Highway 2 & US Highway 93		Kalispell	48.202	-114.316	0.78
FIRST INTERSTATE BANK OF MONTANA KALISPELL #1685	1685	2/17/1994	2 MAIN ST		KALISPELL	48.19859944	-114.3141089	0.78
GLACIER BUILDING #1558	1558	2/24/1994	307 1ST AVE E		KALISPELL	48.19606667	-114.3111689	0.78
#1951	1951		MT HIGHWAY 35		POLSON	48.19274	-114.29793	0.80
HARBINGER HOUSE #2505	2505	2/24/1995	501 3RD AVE E		KALISPELL	48.193657	-114.307178	0.82
MATTHEW V & BONNIE S RIGG #2288	2288	1/30/1995	213 MAIN ST # 217		KALISPELL	48.19675611	-114.3131489	0.82
TRUST #3724	3724	1/12/1993	1600 Block of US Hwy 93 S		Kalispell	48.19584	-114.31194	0.82
EQUITY SUPPLY CONVENIENCE STORE #2839	2839	4/15/1996	120 W IDAHO ST		KALISPELL	48.201574	-114.316835	0.82
EQUITY SUPPLY CONVENIENCE STORE #2939	2939		120 W IDAHO ST		KALISPELL	48.201574	-114.316835	0.82
WRANGLER OIL INC DATAFLEET #695	669		100 RAILROAD ST E		KALISPELL	48.1999525	-114.3162223	0.83
CITY OF KALISPELL FRED ZAVODNY #4069	4069	5/20/2009	420 1ST AVE E		KALISPELL	48.19507389	-114.3111367	0.83
CLASSICAL GAS #338	338		343 MAIN ST		KALISPELL	48.19507	-114.31201	0.86
CLASSICAL GAS #2716	2716		343 MAIN ST		KALISPELL	48.19507	-114.31201	0.86
KALISPELL BULK PLANT THORNTON OIL #671	671		180 RAILROAD ST E		KALISPELL	48.19963	-114.31725	0.88
BULK PLANT EAST #4402	4402		185 RAILROAD ST W		KALISPELL	48.199725	-114.317401	0.88
CELESTE G GRAHAM #2681	2681	10/3/1995	825 6TH AVE E		KALISPELL	48.191485	-114.301714	0.89
HOLIDAY STATION STORE 279 #4107	4107	10/12/2011	1278 US HIGHWAY 2 E		KALISPELL	48.21177	-114.28321	0.91

HOLIDAY STATION STORE 279 #4169	4169	2/20/2007	1278 US HIGHWAY 2 E	KALISPELL	48.21177	-114.28321	0.91
KALISPELL PUBLIC WORKS (Parking Lot) #4349	4349	12/29/2014	135 2ND AVE W	KALISPELL	48.196871	-114.3165347	0.94
OLD AAMCO TRANSMISSION SHOP #2040	2040	5/20/1994	141 2ND AVE W	KALISPELL	48.1968146	-114.3165128	0.94
OLE'S COUNTRY STORE 5 #1589	1589	8/23/1993	235 W IDAHO ST	KALISPELL	48.201417	-114.319566	0.95
OLE'S COUNTRY STORE #4118	4118		235 W IDAHO ST	KALISPELL	48.201417	-114.319566	0.95
KAYE STEVENS #2563	2563	5/15/1995	130 7TH ST E	KALISPELL	48.19222	-114.309797	0.96
FLOANN J COLE #1345	1345	11/4/1992	704 2ND AVE E	KALISPELL	48.191479	-114.307902	0.97
COLIN & BILL ANDREW #1205	1205	9/10/1992	238 W CENTER ST	KALISPELL	48.198032	-114.318318	0.97



1035 First Ave West  
Kalispell, MT 59901  
OFFICE: 406.751.8200  
FAX: 406.751.8210  
EMAIL: [planningweb@flathead.mt.gov](mailto:planningweb@flathead.mt.gov)  
WEB: [flathead.mt.gov/planning\\_zoning](http://flathead.mt.gov/planning_zoning)

May 28, 2015

The Honorable Anthony Foxx, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Glacier Rail Park/Kalispell Core Area Development and Trail

Dear Mr. Foxx,

On behalf of the Flathead County Planning and Zoning Office, I am sending this letter in support of the Glacier Rail Park/Kalispell Core Area Development and Trail application, for which the City of Kalispell and the Flathead County Economic Development Authority is requesting National Infrastructure Investments (TIGER 7) grant funding.

The proposed eastern ingress/egress to the park will provide a boost to the Evergreen community adjacent to the City of Kalispell. New and enhanced employment opportunities would benefit the entire community. Brownfield development surrounded by existing highways, commercial uses and rail lines and near air services and residential development is extraordinarily efficient. Increased traffic in a developed commercial area is good for existing retail, foodservice and lodging businesses. Spin-off and symbiotic businesses that re-purpose existing vacant commercial real estate adjacent to the park could help revitalize and refresh the Evergreen community. The proposed trail using the soon to be abandoned rail right-of-way will connect the communities of Evergreen and Kalispell and provide an important pedestrian link between neighborhoods, jobs and services.

All of these things and more are possible benefits of the proposed rail park.

Sincerely,

BJ Grieve, AICP®, CFM®

Planning Director

**Tom Jentz**

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**From:** Aceituno, Kevin <kevin\_aceituno@fws.gov>  
**Sent:** Wednesday, May 27, 2015 8:56 AM  
**To:** Tom Jentz  
**Subject:** TIGER Grant Application - Environmental Assessment Consultation

Hello Tom,

Our office received your letter regarding the TIGER Grant Application. Thank you for reaching out and providing the proposed details of your project. At this time we do not have any comments on the application. However, if the application is approved and the project moves forward we would expect the U.S. Department of Transportation to fulfill their obligations, as outlined in the Endangered Species Act, on activities that may affect listed species.

As a side note, Tim Bordutha is no longer in this office. He retired from federal service in December of 2014. Beginning in August, 2015 correspondence to this office can be addressed to our incoming Supervisor, Ben Conard.

Thank you again for contacting us, and good luck with the project.

Sincerely,  
Kevin Aceituno

~~~~~  
Kevin Aceituno  
Fish and Wildlife Biologist  
Montana Ecological Services Suboffice  
780 Creston Hatchery Road  
Kalispell, MT 59901  
Phone: (406) 758-6871  
Fax: (406) 758-6887  
Email: [Kevin\\_Aceituno@fws.gov](mailto:Kevin_Aceituno@fws.gov)  
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## Flathead City-County Health Department

1035 First Ave. West Kalispell, MT 59901  
(406) 751-8101 FAX 751-8102  
[www.flatheadhealth.org](http://www.flatheadhealth.org)

Community Health Services  
751-8110 FAX 751-8111  
Environmental Health Services  
751-8130 FAX 751-8131  
Family Planning Services  
751-8150 FAX 751-8151  
Home Health Services  
751-6800 FAX 751-6807  
WIC Services  
751-8170 FAX 751-8171  
Animal Shelter  
752-1310 FAX 752-1546

May 21, 2015

Tom Jentz, Environmental Certifying Officer  
City of Kalispell, Planning Department  
201 First Avenue East  
Kalispell, MT 59901

Re: Tiger Grant Application – Knife River Gravel Pit – Kalispell/FCEDA Industrial Campus

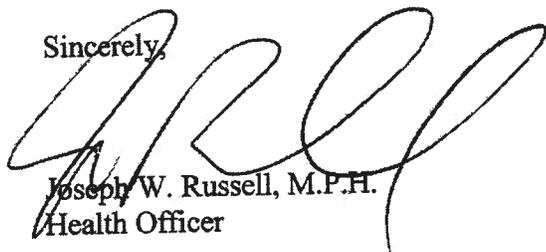
Dear Tom,

I have reviewed the information provided regarding the Tiger Grant Application for the Knife River site and have the following comments:

- This property is in the Kalispell Air Pollution Control District administered by the Health Department.
- The project as proposed complies with the regulations and removes some ongoing compliance matters on this site.
- This project may remove two emission sources located in higher population density areas in Kalispell and relocate them to this site – an area zoned industrial with lower population densities.

Good luck with the grant application. The Health Department is certainly supportive. Please call me if you have any questions regarding this matter.

Sincerely,



Joseph W. Russell, M.P.H.  
Health Officer



## Tom Jentz

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**From:** David Prunty <dprunty@flathead.mt.gov>  
**Sent:** Wednesday, May 20, 2015 10:39 AM  
**To:** Tom Jentz  
**Subject:** Rail Park

Hi Tom:

Good to talk with you yesterday for the by-pass mtg. Always fun to be part of the dog and pony show!

In reviewing the report for the rail park I have a few minor comments. For transportation issues the only road impacted that is under Flathead County Road and Bridge jurisdiction is Flathead Drive. I don't think any issues are apparent at this point. I'm sure there will be improvements to a current AASHTO standard or City of Kal standard which as long as we have an opportunity to review/comment I'm sure it will be acceptable. I have heard one comment about the light at the bottom of the hill on Hwy 2 and concerns with winter road conditions for vehicles headed east bound. Handled through maintenance in my opinion but could be interesting on bad days when conditions are just right.

Solid waste would be handled by the City or contract hauler from what I understand so I don't think there are any issues there. Our facility does NOT handle any form of commercial hazardous waste so any businesses would need to contract with an appropriate company to handle that material. We do have a one day event for small quantity haz waste producers in the spring and companies who meet that condition would be welcome to participate in that event.

Good luck with the TIGER grant.....

**Dave Prunty**  
**Public Works Director**  
**Flathead County**  
**Road & Bridge 406-758-5790**  
**Solid Waste 406-758-5912**

May 19, 2015

Tom Jentz  
City of Kalispell  
Planning Department  
201 1<sup>st</sup> Ave East  
Kalispell MT 59901

RE: TIGER GRANT APPLICATION-ENVIRONMENTAL ASSESSMENT CONSULTATION-KNIFE RIVER GRAVEL  
PIT TO RAIL-INDUSTRIAL PARK CAMPUS. SHPO Project #:2015051108

Dear Mr. Jentz:

I have conducted a cultural resource file search for the above-cited project located in Section 8 T28N R21W. According to our records there have been a few previously recorded sites within the designated search locale. In addition to the sites there have been a few previously conducted cultural resource inventories done in the areas. I've attached a list of these sites and reports. If you would like any further information regarding these sites or reports you may contact me at the number listed below.

It is SHPO's position that any structure over fifty years of age is considered historic and is potentially eligible for listing on the National Register of Historic Places. Site 24FH0350 is the historic Great Northern Railroad, which has been determined eligible for listing on the National Register. If the railroad or any other structures are to be altered on this property, and are over fifty years old, we would recommend that they be recorded and a determination of their eligibility be made.

If this project involves a federal agency, it may constitute a federal undertaking subject to compliance with Section 106 of the National Historic Preservation Act. As such it will be important for you to coordinate efforts in the further consideration of impacts to cultural resources through the federal agency for consultation with our office.

If you have any further questions or comments you may contact me at (406) 444-7767 or by e-mail at [dmurdo@mt.gov](mailto:dmurdo@mt.gov). I have attached an invoice for the file search. Thank you for consulting with us.

Sincerely,



Damon Murdo  
Cultural Records Manager  
State Historic Preservation Office

File: US/OTHER/2015

225 North Roberts Street  
P.O. Box 201201  
Helena, MT 59620-1201  
(406) 444-2694  
(406) 444-2696 FAX  
[montanahistoricalsociety.org](http://montanahistoricalsociety.org)

Site #	Twp	Rng	Sec	Qs	Site Type1	Site Type 2	Time Period	Owner	NR Status
24FH0219	28 N	21W	8	NE	Historic Energy Development	Historic Trash Dump	Historic Period	State Owned	undetermined
24FH0675	28 N	21W	8	SW	Historic District	JJ	Historic More Than One Decade	Private	NR Listed
24FH0709	28 N	21W	8		Historic Residence	Null	Historic More Than One Decade	Private	NR Listed
24FH0715	28 N	21W	8		Historic Residence	Null	Historic More Than One Decade	Private	NR Listed
24FH1225	28 N	21W	8		Historic Cemetery/Grave	Null	1900-1909	Private	NR Listed
24FH0350	28 N	21W	8		Historic Railroad	Null	Historic More Than One Decade	Private	CD
24FH0683	28 N	21W	8		Historic Residence	Null	Historic More Than One Decade	Private	NR Listed

Township: 28 N Range: 21W Section: 8

**HARTMANN GLEN D., ET AL.**

/ / 1985 A CULTURAL RESOURCES ASSESSMENT OF BPA'S PROPOSED INTERTIE DEVELOPMENT AND USE,  
LAKE ROOSEVELT, LAKE PEND OREILLE, LAKE KOOCANUSA, DWORSHAK RESERVOIR, AND HUNGRY  
HORSE RESERVOIR (DRAFT)

CRABS Document Number: LN 6 5205

Agency Document Number:

Township: 28 N Range: 21W Section: 8

**MCKAY KATHRYN L.**

/ / 2001 MONTANA MAINSTREETS: A GUIDE TO HISTORIC KALISPELL IN FLATHEAD COUNTY MONTANA

CRABS Document Number: FH 6 24468

Agency Document Number: MHS PRESS 5

## Tom Jentz

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**From:** BJ Grieve <bgrieve@flathead.mt.gov>  
**Sent:** Tuesday, May 19, 2015 2:32 PM  
**To:** Tom Jentz  
**Subject:** Tiger Grant Application EA Consultation

Hi Tom

Got your request for comment on the TIGER grant EA.

In previous years, we've sent a letter of support stating that the eastern ingress/egress will be a boost to the Evergreen community.

Your referral asks for "comment on any impacts both positive and negative, associated with this project..."

Since the project and location are the same, would an updated version of our previous letter of support be appropriate? Or are letters of support something that comes at a different point in your process and now you're seeking comment on impacts only related to Community Impacts and Environmental Justice?

BJ Grieve, AICP®, CFM®  
Planning Director  
Flathead County Planning & Zoning  
1035 First Avenue West  
Kalispell, MT 59901-5607  
Phone: 406.751.8200  
Fax: 406.751.8210

Any communications with the Flathead County Planning and Zoning Office are subject to relevant State and Federal public record and information laws and regulations, and may be disclosed without further notice to you.

# KALISPELL FIRE DEPARTMENT

Dave Dedman – Fire Chief  
Jon Campbell – Assistant Fire Chief  
Cec Lee – Executive Secretary



PO Box 1997  
312 First Avenue East  
Kalispell, Montana 59901  
Phone: (406) 758-7760  
FAX: (406) 758-7777

Thursday, May 14, 2015

Tom Jentz, Environmental Certifying Officer  
City of Kalispell  
201 1<sup>st</sup> Avenue East  
Kalispell, MT 59901

Dear Mr. Jentz:

RE: Tiger Grant Application – Rail – industrial park campus.

As part of my review of this project I found the following positive aspects in relation to Hazardous Materials and Public Safety.

- The removal of the train tracks and rail traffic through the center of Kalispell eliminates the chance of there being a response delay due to rail traffic bisecting the roadways used for response.
- The removal of limited hazardous materials generally stored at the CHS retail outlets. The retail use and sale of these materials is not of concern however the bulk storage of these materials within the general public area is.
- The location specified for this project removes the storage of materials away from the general populous and concentrates it into one limited access area.
- Limits the amount of truck traffic needed for deliveries within the downtown core area of the city of Kalispell.
- Storage of hazardous materials will fall under updated fire code and regulations providing for a less dangerous storage facility in comparison to the current retail facilities.
  - This storage would require more restrictive fire and life safety codes and fire flows as associated with bulk storage of hazardous goods and flammable liquids and other materials. Required fire flow is available to the site and upon the fire departments review at the time of building permit issuance for each building or facility they will be required to install fire protection as needed or as deemed necessary according to the adopted fire code in affect at that time.
- Allows for proper planning of infrastructure needed if an event does occur helping us mitigate that situation.

With proper planning and fire code review I feel that this project will be a great benefit to the citizens of Kalispell.

Sincerely,

A handwritten signature in black ink that reads "Dave Dedman". The signature is written in a cursive, slightly slanted style.

Dave Dedman, Fire Chief



May 13, 2015

Kim Morisaki  
Flathead County Econ Devel Authority  
314 Main Street  
Kalispell, MT 59901

RECEIVED  
MAY 13 2015

KALISPELL PLANNING DEPARTMENT

Subject: Glacier Rail Park (Formerly Kalispell Rail Park) - US 2  
MDT Comments – TIS and updated TIS

Dear Kim,

The Montana Department of Transportation (MDT) staff has reviewed the Traffic Impact Study, dated April 2015, and updated information sent by Kathy Harris. The documents provided captured all the discussion items from previous meetings. We have the following comments:

Traffic Signal

1. A formal stand-alone traffic signal warrant study must be completed for the proposed signal at Flathead Dr. /Woodland Park Dr. /E. Idaho St (US 2). I have attached the draft guidance for the traffic signal warrant studies. The warrant studies must have the MDT Traffic & Safety Engineer's concurrence prior to installation.

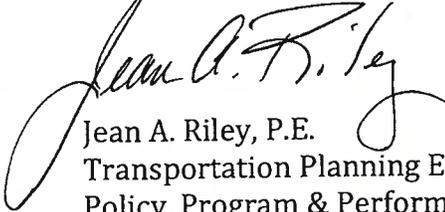
Coordinating Comments:

1. The Developer must submit design plans for the approaches for MDT review, comment and if appropriate approval. The review and approval of the design plans may take multiple iterations.
2. Prior to initiating any work within MDT right-of-way, the Developer must:
  - o Schedule a preconstruction meeting with the MDT Kalispell Staff to discuss construction related activities and coordination.
  - o Submit a traffic control plan to the Kalispell Office for MDT approval.
3. The Developer or any party performing work on the behalf of the Developer within MDT's right-of-way may need to enter into a construction agreement with the Kalispell Office prior to beginning construction.
4. The Developer may need to provide full time construction inspection and certification during construction by qualified staff. If required by the Kalispell Office the Developer will need to provide construction inspection reports upon MDT request during construction and will need to provide all construction inspection reports upon completion of the project. The MDT Kalispell Office will assign staff to provide construction inspection oversight.

5. MDT cannot issue the approach permits until all other environmental clearances are obtained for the proposed Development.

If you have any questions concerning these comments please contact me at (406)444-9456 or email at [jriley@mt.gov](mailto:jriley@mt.gov).

Sincerely,



Jean A. Riley, P.E.  
Transportation Planning Engineer  
Policy, Program & Performance Analysis Bureau

Attachments: Current programmed signal timings

Copies: Ed Toavs, P.E. – Missoula District Office  
James Freyholtz, P.E. – Kalispell Traffic Engineer  
Danielle Bolan, P.E. – Traffic Engineer  
Stan Brelin, P.E. – Traffic and Safety Bureau  
Mike Tierney – Policy, Program & Performance Analysis Bureau  
Tom Jentz – Kalispell Planning & Building Director  
Kathy Harris - KLJ  
File

## Traffic Signal Warrant Studies

Traffic signal warrant studies are a type of engineering study used to determine whether traffic signal control is a feasible and a recommended treatment to address an existing or anticipated safety and/or operational issue. The study determines whether the Manual on Uniform Traffic Control Devices (MUTCD) warrants for traffic signal control are at least minimally satisfied. The report will justify the treatment by determining if overall safety and/or operations will be improved by providing traffic signal control. If traffic signal control is a justified treatment then, in addition, the study will determine phasing and other operational characteristics of the proposed traffic signal control. A typical traffic signal warrant study will consist of the following:

- Description of existing conditions.
- Discussion of traffic data collected and used in the study.
- Crash history.
- Discussion of MUTCD Warrants for traffic signal control.
- Discussion of capacity analysis both current and future “do-nothing” conditions and, if warranted, the capacity of traffic signal control (typically the assumed year of traffic signal turn on and the design year).
- Additional computations if additional phasing (for example protected left turn phase) is considered.
- Roundabout analysis as required.
- Conclusions if needed.
- Recommendation.
- Additional information such as special site conditions, new policy directives, equipment needs, phasing (as needed), etc. that need attention.
- If traffic signal control is recommended there will be a concurrence signature from the Traffic and Safety Engineer. No concurrence from the Traffic and Safety Engineer is required if traffic signal control is not recommended.