

West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection

US DOT MPDG Rural Application



MONTANA
Department of
Transportation



May 18, 2022



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Cover Page

Basic Project Information	
What is the Project Name?	West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection
Who is the Project Sponsor?	City of Kalispell and Montana Department of Transportation
Project Website	https://www.kalispell.com/684/MPDG-RURAL-SURFACE-TRANSPORTATION-GRANT-
Was an application for USDOT discretionary grant funding for this project submitted previously?	Yes, submitted under the title “West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection” for RAISE 2022 grant funding.
A project will be evaluated for eligibility for consideration for all three programs, unless the applicant wishes to opt-out of being evaluated for one or more of the grant programs.	<input checked="" type="checkbox"/> Opt-out of Mega? <input checked="" type="checkbox"/> Opt-out of INFRA? <input type="checkbox"/> Opt-out of Rural?
Project Costs	
MPDG Request Amount	Exact Amount in year-of-expenditure dollars: \$25,000,000
Estimated Other Federal funding (excl. MPDG)	Estimate in year-of-expenditure dollars: \$ 0
Estimated Other Federal funding (excl. MPDG) further detail	Other Federal funding from Federal Formula dollars: \$ 5,789,167 Other Federal funding being requested from other USDOT grant opportunities?: \$ 0 From What Program(s)?: NA
Estimated non-Federal funding	Estimate in year-of-expenditure dollars: \$ 897,327
Future Eligible Project Cost (<i>Sum of previous three rows</i>)	Estimate in year-of-expenditure dollars: \$ 31,686,494
Previously incurred project costs (<i>if applicable</i>)	Estimate in year-of-expenditure dollars: \$ 0
Total Project Cost (Sum of ‘previous incurred’ and ‘future eligible’)	Estimate in year-of-expenditure dollars: \$ 31,686,494



Rural: Amount of Future Eligible Costs by Project Type	A highway, bridge, or tunnel project eligible under Surface Transportation Block Grant: <u>\$31,686,494</u>
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Project Location	
State(s) in which project is located	Montana
Urbanized Area in which project is located, if applicable	Not applicable, Kalispell is located in an Urbanized Cluster.
Population of Urbanized Area <i>(According to 2010 Census)</i>	N/A
Is the project located (entirely or partially) in Area of Persistent Poverty or Historically Disadvantaged Community?	No
Is the project located (entirely or partially) in Federal or USDOT designated areas	No
Is the project currently programmed in the: <ul style="list-style-type: none"> • TIP • STIP • MPO Long Range Transportation Plan • State Long Range Transportation Plan • State Freight Plan 	No, not currently. If funded, this project will be added to the Montana Department of Transportation STIP per letter on page 6 from MDT Director Malcolm D. Long. The intersection improvement at Whitefish Stage and W. Reserve was amended to the 2021-2025 STPP and W. Reserve Drive from Hutton Ranch to Whitefish Stage Road is included in the Draft 2022-2026 STPP



I. Project Description



The West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection project (The Project) is the proposed solution to address locally and regionally significant transportation challenges.

The proposed West Reserve Drive project will include: (1) widening West Reserve Drive from 3 to 5 lanes including a center turn lane; (2) reconstructing the Stillwater River bridge, widening it consistent with the roadway including sidewalks on each side, (3) adding 6' landscape boulevards with 8' shared use path on the north and 5' sidewalk on the south for separated pedestrian and bicycle mobility and safety; (4) intersection improvements to Hutton Ranch Road and Whitefish Stage Road intersections including dedicated turn lanes, signalization and surfacing with portland cement concrete pavement (PCCP); and (5) constructing improvements including curbing and drainage on Whitefish Stage Road from West Reserve Drive to 0.5 miles north of the intersection to bring it to urban standards.

The City of Kalispell and the Montana Department of Transportation (MDT) are partnering on this US Department of Transportation 2022 Multimodal Project Discretionary Grant (MPDG) Rural Surface Transportation grant to address transportation system challenges identified through



a comprehensive, long-range plan by improving safety for all road users, reducing travel delays and CO2 emissions, improve the state of good repair and enhancing economic impacts through freight movements.

West Reserve Drive is one of only two east-west connectors linking US Highway 93 and US Highway 2 and once served the rural population well. In 2020, the Montana Department of Transportation (MDT) re-designated West Reserve from a small county “urban” road to part of the state’s “primary” route system reflecting dramatic increases in traffic volume. The "primary" designation more closely aligns with the road’s functionality as an east-west connection between two US highways serving multiple subdivisions and single-family residences, farms, a large lumber mill and commercial areas. Still greater traffic volumes are projected along West Reserve Drive as area population grows and as adjacent farmland on the west end is in the planning process for 13 commercial lots, multifamily development, and a new elementary school. In October 2021, the West Reserve Drive Corridor Planning Study was published as a collaborative effort of MDT, Flathead County, the City of Kalispell and the Federal Highways Administration (FHWA). This extensive planning process included the public, key stakeholders and resource agencies. It evaluated existing and projected conditions, including demographic characteristics, physical roadway features, geometric and traffic conditions, crash history and safety performance, and environmental conditions of the West Reserve Drive corridor. (See attachment: The West Reserve Drive Corridor Planning Study at: [West Reserve Drive | Montana Department of Transportation \(MDT\) \(mt.gov\)](#)) The study highlighted existing and projected conditions indicative of needed improvements:

- a historic annual growth rate of 2.4% in annual average daily traffic (AADT) from 2000 to 2019 and projecting 2.4% annual growth to continue into 2040 yielding traffic volumes roughly 3-fold higher than 2000 levels;
- deterioration of the bridge over the Stillwater River to Structurally Deficient/Functionally Obsolete;
- lacking bicycle and pedestrian facilities on the north side of West Reserve, partial and narrow sidewalk adjacent to the roadway on the south side;
- near doubling of crashes between 2010 and 2019, likely attributed to increased congestion with, with 31% of all crashes resulting in injury; and
- extensive queues and vehicle idling due to long traffic delays.

This extensive planning study provides the foundation for final project development and construction to improve safety for all road users, maintain state of good repair of the core infrastructure, implement economic improvements relating to freight movements and job creation, reduce environmental impacts, expand multimodal options and enhance the quality of life for users. The project will capitalize on innovations in technology, project delivery and financing as applicable.

The West Reserve Drive project was submitted to the USDOT RAISE grant program on April 13, 2022. As proposed under the USDOT MPDG Rural Surface Transportation grant program, the West Reserve Drive project has been expanded to include the use of PCCP at both the Hutton



Ranch Road and Whitefish Stage Road intersections to generate greater state of good repair, traveler reliability, and freight movement benefits.

II. Project Location

Kalispell is the regional trade center and the county seat of Flathead County, in the northwest corner of Montana. Kalispell is just a 45-minute drive south of Glacier National Park and a 20-minute drive north of Flathead Lake, the largest fresh-water lake west of the Mississippi. Since the railroad first put Kalispell on the map on New Year’s Day of 1892, this town has been the center for healthcare, education, commerce, government, and retail development in this remote valley along the Rocky Mountain Front. Current Census data indicates 25,000 people live within the 11.5 square miles city limits and approximately ±10,000 additional people live in a ring around Kalispell within its growth boundary. The 2020 Census indicates 108,454 people live in this rural county. For perspective, Flathead County’s population lives in a geographic area larger than the state of Connecticut, where more than 3 million people live. From 2010 to 2020, the Flathead Valley experienced 14.8% population growth with attendant traffic volumes turning West Reserve Drive, in particular as an east-west connector, into a congested crawl more consistent with urban traffic.

Single occupancy vehicles are the dominant means of travel due to the rural character of the county and relatively long trip distances between destinations, inclement weather, lack of sidewalks/bike paths or uncleared access (snow berms), and extremely limited public transportation services. In addition to a generally car-centric and individualistic culture, these factors compound the effects of rapid population growth and underbuilt infrastructure creating



Hikers gather at Hidden Lake Overlook in Glacier National Park.
Hunter D’Antuono - Flathead Beacon

congestion on West Reserve Drive.

Prior to the COVID-19 pandemic, Kalispell was

experiencing consistent annual population growth which placed it in the top three fastest growing micropolitan areas in the United States from 2017 through 2019. A micropolitan statistical area



(MSA) is generally an urbanized area (city) with a population of at least 10,000 but less than 50,000 having a high degree of social and economic integration as measured through commuting ties within at least one county. Population growth was wildly amplified by the forces of the pandemic when many individuals and families sought an escape from stifling lockdowns required in urban settings, found new freedom in the opportunity to work from home with no reduction in wages and compensation, and discovered their home buying power exponentially stronger in this rural community. COVID kept away our traditional Canadian visitors for the past two years and border crossings have yet to return to their pre-COVID ease and numbers. However, domestic travel has quickly rebounded; in 2021 Glacier National Park recorded its second-highest visitation rate on record (behind 2017) with 3.3 million visitors counted and over 300,000 believed to have been turned away: Glacier National Park was full.

Indeed, many locals will say Kalispell is full. **The 2020-2021 US Census named Kalispell the FASTEST growing micropolitan area in the country.** So, it's no wonder this historically bucolic, farming and logging community is feeling growing pains. Those growing pains are felt in terms of the effective 0 % housing vacancy rates over the past five years and extensive, growing vehicle backups along the West Reserve Drive corridor which was not built to handle current volumes.

Per MPDG Rural 2022 grant guidance, Kalispell's project *is not* located in: an Area of Persistent Poverty, a Historically Disadvantaged Community, a Census-designated urbanized area, nor in any of the four Federal designated community development zones (Opportunity Zones, Empowerment Zones, Promise Zones or Choice Neighborhoods).

Kalispell's West Reserve Drive project is the primary connecting route from the county neighborhood Evergreen (Census Tract 7) at the east end of the West Reserve Drive corridor to essential services in the west Kalispell. Evergreen is indicated via Department of Transportation Data Hub as Transportation, Health and Resilience Disadvantaged. The Project will significantly and measurably improve the multimodal transportation options along this one of only two east-west road connections. It will connect the Evergreen community, with a population of 8,149 people, to the nearest hub for education, jobs, health care, food, public youth athletic fields and parks, entertainment, retail, commercial and other amenities- rich areas of north Kalispell along US Highway 93.

The project is also located in a community bearing all the markings of "rural gentrification." That is, "*the in-migration of more affluent urban and suburban populations into rural areas, drawn there by the charm of rural communities, the scenic beauty of rural spaces, and the lower cost of living.*" Kalispell and the Flathead Valley have "*survived the shift away from extractive industries...by following this model, turning to tourists, many of whom became residents.*" Ryanne Pilgeram (author: "*The Gentrification of the Rural West*," published February 4, 2022, by In These Times excerpted from the book "Pushed Out: Contested Development and Rural Gentrification in the U.S. West") highlights the surreal phenomenon occurring in communities like ours:

But for many communities in the Rocky Mountains, the relationship between population and jobs is fraught. This transition does not necessarily mean the kinds of stable career opportunities that extractive industries created in the recent past. An influx of people, drawn by the scenic beauty, may well create jobs in their new communities,



but most often these are low-paying service-sector jobs, while at the same time, the cost of living, particularly in housing, often rapidly increases. So while new populations — whether temporary or permanent — increase the overall population, good-paying, stable jobs might still leave these towns.

And Kalispell, like “Dover [Idaho] is the story of the rural West, where survival for working-class people once meant logging or agriculture and now means building homes or waiting tables and being grateful that you have a house to build or table to wait on because it means your community is still there.”

The map below shows the West Reserve Drive project location where major shopping, entertainment, dining, and jobs within Kalispell are connected by West Reserve Drive to county residents and the unincorporated community of Evergreen to the east. U.S. Highway 93 is at the west end of the project and West Reserve Drive connects to Evergreen at U.S. Highway 2 on the east. **The US Census classifies Kalispell as Rural.**



III. Project Parties

The City of Kalispell is pleased to propose this West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection project in partnership with Montana Department of Transportation. Both partners clearly recognize the importance of the Project within their jurisdiction and to the wider region which they serve. As partners each entity has roles and responsibilities as described on the next page.



Project Partner	Responsibilities	Timeframe
Montana Department of Transportation	Contract design-build as appropriate, implement construction and oversee construction. Advertise, host and staff community open house events to share updates on project progress. Provide matching funds.	Duration of project
City of Kalispell	Administer grant, submit project reporting and provide periodic aerial drone footage demonstrating project progress to community and grantor. Participate in public engagement.	Duration of project

Per its present practice, MDT will utilize the services of a public relations firm (as currently retained) to assist in community outreach, communication, and addressing public concerns throughout the project. The public will be engaged with regularly scheduled public meeting events offered in-person and via Zoom or other well-known virtual meeting service, website updates and various traditional and social media platforms in recognition of local populations varied access and preferences.

The City and MDT have worked together closely since their successful partnership on the 2018 US DOT BUILD grant for the “Kalispell Bypass: Foys Lake Section,” which is nearly complete. This history of collaboration through positive working relationships and established practices will lend to the smooth and successful implementation of the West Reserve Drive Project. Once awarded under the BUILD grant program, the City of Kalispell and Montana Department of Transportation entered into agreements to set forward and memorialize a [grant sub-recipient agreement](#) and [BUILD grant maintenance agreement](#) addressing long term maintenance of the new facilities. If awarded, the City and MDT will use these agreements as models or templates for the MDPG Rural grant project.

IV. Grant Funds, Sources and Uses of all Project Funding

The West Reserve Drive project budget demonstrates the funding sources and uses for the major project activities reflecting the project request of \$25 million in US DOT MPDG Rural grant funds matched with \$6,686,494 from Montana’s STPP funds. Total project costs are \$31,686,494 under the current design/build method to achieve the most cost and time efficient project.

No expenses will be incurred between the time of an award and obligation of funds. As a rural project, the West Reserve Drive project is required to provide 20% match. Funds provided by the State of Montana are documented by the supporting [letter linked here](#). Montana funds are Surface Transportation Program-Primary (STPP) funds and anticipated at \$6,686,494 contributed to the project. Of STPP funds, 86.58% originate from the Federal government and the remaining 13.42% are direct state funds. MDT has committed to funding necessary to complete project beyond with a MPDG Rural grant of \$25 million.



Malcolm "Mack" Long, Director

2701 Prospect • PO Box 201001
Helena MT 59620-1001

May 16, 2022

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

Subject: 2022 Multimodal Project Discretionary Grant (MPDG) - City of Kalispell West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection

Dear Secretary Buttigieg:

The Montana Department of Transportation (MDT) is pleased to support the City of Kalispell West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection Project 2022 MPDG application.

The 2022 MPDG funds requested for the West Reserve Drive project will be used to widen West Reserve Drive from three to five lanes, expanding sidewalk infrastructure, constructing curbing and drainage improvements on Whitefish Stage Road, and capacity and signalization improvements at intersections.

The West Reserve Drive project will allow the City of Kalispell, in partnership with MDT, to provide improved traffic capacity and operations to keep pace with the continued growth in population and employment in the area. Implementation of the project will result in improved traffic throughput, travel time savings, fuel savings and lower crash risk while reducing overall air quality emissions. Pedestrians and bicyclists are expected to benefit from the increased access to sidewalk and bicycle infrastructure. The construction of this project will provide an improved quality of life for the area by enhancing the existing urban transportation network's capacity and operation.

If awarded MPDG funding through our partnership with the City of Kalispell, MDT has committed to complete the funding package for the West Reserve Drive project. Additionally, MDT will complete any needed Statewide Transportation Improvement Program (STIP) actions to ensure there is no impact to the project schedule.

Thank you for considering MPDG funds for the City of Kalispell West Reserve Drive: Hutton Ranch Road to Whitefish Stage Intersection project.

Sincerely,

Malcolm D. Long
Director

Cc: Rob Stapley, Administrator, Rail, Transit & Planning Division



Table 1: Project Budget

PRELIMINARY COST ESTIMATE					
Project No.: TBD			Date Prepared: May 17, 2022		
Control No.: 10212000					
Project Name: West Reserve Drive: Hutton Ranch Rd. to Whitefish Stage Rd. Intersectio			IDC:	9.66%	
Estimate Prepared By: Ed Toavs, P.E. (Costs based on West Reserve Drive Corridor Study and 2022 cost updates)					
Design and Engineering Costs					
ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT	
I. PRELIMINARY ENGINEERING [9102]					
MDT PE Costs (After Award)	1	LS	\$200,000.00	\$200,000	
IDC	9.66%			\$19,320	
SUBTOTAL =				\$219,320	
Stipend Payments to DB Firm	2	EA	\$200,000.00	\$400,000	
Design Services (D-B Firm)	1	LS	\$2,000,697.67	\$2,000,698	
IDC	9.66%			\$231,907	
SUBTOTAL =				\$2,632,605	
II. CONSTRUCTION ENGINEERING AND INSPECTION (CEI) SERVICES [9402]					
MDT CEI Costs	1	LS	8%	\$1,623,038.74	
IDC	9.66%			\$156,786	
SUBTOTAL =				\$1,779,824	
CEI Costs (D-B Firm)	1	LS	\$400,000.00	\$400,000	
IDC	9.66%			\$38,640	
SUBTOTAL =				\$438,640	
III. INCIDENTAL CONSTRUCTION [9302]					
Utility Design/Coordination	1	LS	\$339,497.72	\$339,498	
Utility Relocation Costs	1	LS	\$3,394,977.19	\$3,394,977	
IDC	9.66%			\$360,750	
SUBTOTAL =				\$4,095,225	
IV. RIGHT-OF-WAY [9202]					
Right-of-Way Design/Coordination	1	LS	\$185,108.93	\$185,109	
Right-of-Way Relocation Costs	1	LS	\$1,851,089.33	\$1,851,089	
IDC	9.66%			\$196,697	
SUBTOTAL =				\$2,232,895	
DESIGN AND ENGINEERING COST SUBTOTAL =				\$11,398,510	
Construction Costs					
V. CONSTRUCTION [9502]					
Widening of W. Reserve Dr. and intersection improvement for Whitefish Stage Rd. Includes mobilization, project administration, scheduling, quality control, misc work, etc.	1	LS	\$16,672,480.56	\$16,672,500	
IDC	9.66%			\$1,610,564	
SUBTOTAL =				\$18,283,064	
VI. CONTINGENCY	1	%	10%	\$1,828,306	
IDC	9.66%			\$176,614	
SUBTOTAL =				\$2,004,921	
CONSTRUCTION COSTS SUBTOTAL =				\$20,287,984	
SUBTOTAL ESTIMATED MDT PE COST =				\$219,320	
SUBTOTAL ESTIMATED MDT CE COST =				\$1,779,824	
SUBTOTAL ESTIMATED MDT IC & R/W COST =				\$6,328,120	
SUBTOTAL ESTIMATED D-B PE COST =				\$2,632,605	
SUBTOTAL ESTIMATED D-B CE COST =				\$438,640	
SUBTOTAL ESTIMATED D-B CONSTRUCTION COST =				\$20,287,984	
SUBTOTAL ESTIMATED DESIGN-BUILD CONTRACT COST =				\$23,359,229	
TOTAL ESTIMATED DESIGN-BUILD CONSTRUCTION COST =				\$31,686,494	

The table below demonstrates project sources and uses of funds per grant guidance. The BCA Memo (attached) provides detailed information on budgeted contingency and funds are committed by MDT per above. The Project was previously submitted to 2022 RAISE grant.

Table 2: Project Funding Solution

West Reserve Drive: Hutton Ranch Rd. to Whitefish Stage Rd. Intersection					
COST CLASSIFICATION	DESIGN-BUILD COST ESTIMATE ITEM	MPDG GRANT AMOUNT	MDT - AMOUNT	TOTAL FUNDING	PERCENT OF COST
Architectural and Engineering Fees	Preliminary Engineering	\$2,250,205	\$601,795	\$2,852,000	9.0%
Project Inspection Fees	Construction Engineering & Inspection	\$1,749,984	\$468,016	\$2,218,000	7.0%
Incidental Construction	Utility Relocation	\$3,230,922	\$864,078	\$4,095,000	12.9%
Property Acquisition	Right-of-Way Relocation	\$1,761,819	\$471,181	\$2,233,000	7.0%
Construction	Construction	\$14,425,140	\$3,857,860	\$18,283,000	57.7%
Contingencies	Contingency	\$1,581,929	\$423,071	\$2,005,000	6.3%
Total Dollar Amount		\$25,000,000	\$6,686,000	\$31,686,000	100.0%
Funding Percentage		78.90%	21.10%	100.00%	

The total project cost is \$31.68 million in undiscounted 2020 dollars, which includes preliminary engineering, construction engineering, utility relocation, and right-of-way acquisition. The MPDG Rural grant request for this project is \$25.0 million and remaining funds will come from MDT’s Surface Transportation Primary program for the Missoula District.

The total project cost for the project area is shown in Table 3. The project cost is the design-build estimate for expanding West Reserve Drive from the three-lane configuration to five-lanes between Hutton Ranch Road and Whitefish Stage Road, improvements on Whitefish Stage Road and at the West Reserve Drive – Whitefish Stage Road intersection, and improvements at the West Reserve Drive – Hutton Ranch Road intersection.

Table 3: Project Cost Estimate

	Value (in undiscounted \$2020 dollars)	Value (in discounted \$2020 dollars)
Preliminary Engineering	\$2,852,000	\$2,426,000
Construction Engineering	\$2,218,000	\$1,887,000
Utility Relocation	\$4,095,000	\$3,485,000
Right-of-Way Acquisition	\$2,233,000	\$1,901,000
Construction Spending	\$20,288,000	\$17,269,000
Total Spending	\$31,686,000	\$26,968,000

V. Project Outcome Criteria

Table 4: MPDG Rural Merit Criteria Outcomes

Project Matrix - West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection							
Current Status/Baseline & Problem to be Addressed	Change to Baseline/ Alternatives	Population Affected By Impact	MPDG Merit Criteria	Economic Benefit	Summary of Results (discounted @ 7%)	Page Reference in BCA	
<p>The current 3-lane alignment of West Reserve Drive experiences significant traffic congestion at the Whitefish Stage Road intersection. Delayed turning movements occur on all approaches. The lack of adequate sidewalk and bicyclist infrastructure discourages non-motorized travel and does not provide connectivity for the commercial and residential areas in this section of the Kalispell Urban Area.</p>	<p>The expansion from a 3-lane to 5-lane roadway increases throughput speeds for vehicles, resulting in shorter trip times and lower fuel consumption.</p>	<p>Vehicle users directly benefit from the improved capacity the proposed project offers.</p>	<p>Economic Competitiveness, Freight Movement & Quality of Life</p>	<p>Travel Time Savings</p>	\$148.0 M	16	
				<p>Reduced Fuel Consumption</p>	\$5.5 M	17	
			<p>Environmental Sustainability</p>	<p>CO₂ Emissions Reduction</p>	\$2.1 M	17	
		<p>The intersection improvements reduce the risk of roadway crashes. PCCP concrete at intersections provides a durable surface.</p>	<p>Vehicle users directly benefit from the safety improvements the proposed project offers. PCCP offers superior rut resistance.</p>	<p>Safety & State of Good Repair</p>	<p>Reduces Roadway Crashes</p>	<p>\$0.6 M</p>	<p>15, 16</p>
		<p>A shared use path as well as improved sidewalks with boulevard design provides facilities for non-motorized users.</p>					

a. Safety

The West Reserve Corridor Study documented significant safety issues existent through the area:

“Crashes have nearly doubled on the corridor over the last ten years, while AADT has increased by about 16%.”

Local law enforcement crash report data for the 10-year period between January 1, 2010, and December 31, 2019, recorded 725 crashes were reported through the full length of the corridor. Of these, 100 resulted in minor injuries and 23 in serious injuries. Rear-end collisions accounted for 58% of crashes and 38% of crashes occurred during peak congestion periods between 3 pm and 6 pm.

“We [Fire and Emergency Medical Services] navigate these heavily used/congested roadways everyday whether it's to get to a residence, business or motor vehicle accident and use this same roadway as the only way to navigate back to our hospital.”

Kalispell Fire Chief Daniel Pearce



725 TOTAL CRASHES



100
MINOR INJURIES

23
SERIOUS INJURIES



58%
REAR-END COLLISIONS



38%
of crashes occurred during
CONGESTED TRAFFIC CONDITIONS
(between 3-6 pm)

Table 5 below clearly demonstrates the concentration of crashes along the proposed project section at the Hutton Ranch Road and Whitefish Stage Road intersections primarily, but also where Country Way meets West Reserve Drive. Further review of crash rate data indicates both raw crash rate and weighted crash rates were significantly higher at the Whitefish Stage Road intersection compared to all other study intersections. ([West Reserve Drive | Montana Department of Transportation \(MDT\) \(mt.gov\)](#))

Table 5: Crash Density



Current conditions dissuade pedestrian and wheeled users due to a single, narrow 5' sidewalk located immediately south of West Reserve Drive. The posted speed limit of 45 mph feels especially scary when the limit is exceeded so close to an unprotected pedestrian. Such a narrow path is uncomfortably close for passing users, particularly in the event their modes differ such as bicyclist to oncoming wheelchair. Worse, no sidewalk at all on the north side of West Reserve Road places all non-motorized users at odds with the facility and forced to choose between a congested roadway or dirt field.

West Reserve Drive and Whitefish Stage Road could result in a combined CMF of 0.75, or an anticipated 25 percent reduction in total intersection crashes. The calculated benefit is approximately \$1.5 million in undiscounted 2020 dollars.



State of Good Repair

The West Reserve Drive Corridor Planning Study found conditions in the project area of concern. MDT annual pavement monitoring utilizes a variety of conditional assessments of

cracking, rutting and ride resulting in an Overall Performance Index (OPI). The OPI combines and weighs assessment results to describe general condition on a scale of 1 to 100, with higher scores indicating better conditions. Using

“As the fastest growing micropolitan area in the nation and with steady out-of-area visitor growth topping 3 million people annually just to Glacier National Park, road infrastructure is a critical component of getting patients to care.”

Craig J. Lambrecht, Logan Health President & CEO

this scale, pavement conditions along West Reserve Drive ranged from fair (62.26) to poor (44.51) and at Whitefish Stage Road the condition was also rated fair (72.70). Additionally, PCCP affords an additional 20-years of useful life to the intersection generating long-term cost savings.

Montana Department of Transportation uses a Structure Condition Performance Measure and Deck Performance Condition Measure to classify elements of bridges as good, fair or poor based on condition. The rating is applied to bridge deck, superstructure and substructure.

Additionally, bridges are classified as Structurally Deficient or Functionally Obsolete if certain serviceability inadequacies exist. Such is the case with the Stillwater River bridge built in 1983. While the bridge is considered to have adequate width given current roadway alignment, it is deemed to warrant evaluation for replacement due to its classification as Structurally Deficient/Functionally Obsolete.

The City of Kalispell is financially committed to the long-term management, maintenance and operations of this segment of West Reserve Drive as the properties to the north complete annexation into the City. Montana Department of Transportation is committed to the long-term management, maintenance and operations of the Stillwater Bridge and Whitefish Stage Road intersection. [See the example BUILD grant Maintenance Agreement.](#)

All vehicle users will directly benefit from this PCCP surfacing as it offers superior rut resistance compared to the existing pavement design. Because PCCP offers a more durable surface, the roadway will likely provide increased resilience to and support of heavy load freight vehicles as the need for goods movement and services increases with anticipated population and employment growth.

b. Economic Impacts, Freight Movement, and Job Creation

As described above, the Project will improve infrastructure system operations resulting in reduced travel time, improved reliability of travel time, and improved freight connectivity to the regional, national and global economy. Kalispell is 120 miles away from the nearest interstate highway system (I-90). Businesses in this remote area are challenged by the sheer distance in miles and limited modal transportation options for accessing markets. It is important that West Reserve Drive and two of its primary intersections, Hutton Ranch Road and Whitefish Stage Road, function at the highest level to mitigate the inherent barriers of remote location. The Project proposed will measurably improve conditions by placing PCCP at both the Hutton Ranch



Road and Whitefish Stage Road intersections which are frequently trafficked by large trucks delivering freight to big box stores at Hutton Ranch Plaza; dry wall/building supply and grain/fertilizer trucks loaded at the nearby railroad served industrial business park, and timber/lumber trucks loaded at the Weyerhaeuser mill on the east end of West Reserve Drive. The monetized level of improvement in this area is borne out in the Benefit Cost Analysis.

Additionally, construction of sidewalks on both the north and south sides of West Reserve Drive is a significant advancement toward providing equitable access to educational facilities, employment opportunities, retail, commercial, recreational, restaurant and entertainment which are concentrated at the north end of Kalispell along US Highway 93. As stated earlier, West Reserve Drive is one of only two east-west road connections and it links the transportation, health and resiliency deficient Census Tract 7 community of Evergreen to the many necessities and amenities available in the City of Kalispell. Large portions of our community may be excluded when individual vehicular travel is the only plausible method of transportation. This barrier regularly excludes our young, elderly, disabled, low-income populations.

For the economic competitiveness criteria, the greatest benefit in this analysis is the reduction in network vehicle delays and travel time savings. Nearly all of the monetized benefits for this analysis come from the change in travel delay for users resulting from less congestion, more capacity, and higher throughput speeds over the analysis period. As a proportion of total traffic volumes, the benefits related to commercial vehicles account for approximately \$6.5 million of the overall value of the Project over the analysis period. Due to the added value of reliable traffic conditions for vehicles carrying freight and the higher cost of performing commercial work, the estimate is likely conservative.

The comparison between the 2025 No Build and Build scenarios indicate a significant savings for both travel time and fuel consumption. The difference between the 2045 No Build and Build scenarios showed a substantial savings for vehicle delays and fuel consumption. With the savings calculations complete for 2025 and for 2045, monetary values provided in the MPDG Grant guidance were applied to calculate annual travel time savings. For the calculation of fuel savings, the change in fuel consumption was multiplied by the forecasted price of gasoline published in the Annual Energy Outlook 2022 by the Energy Information Agency for the period of analysis.

Table 5 presents a summary of the job-years and economic impact anticipated from the project.

Table 5: Economic Impact of West Reserve Drive Project

	Capital Costs¹ (\$2020)	Employment Multiplier (Job-Years / \$1 M)	Direct Job-Years
Construction	\$20,288,000	15.01	281
Professional Services	\$9,166,000	19.60	165
Total	\$29,454,000		446

Note: 1. The Capital Costs exclude right-of-way acquisition costs, which is considered a transfer cost and does not generate additional economic productivity in the regional market.



c. Climate Change, Resiliency, and the Environment

With construction of the Project, SimTraffic microsimulation modeling provided daily fuel savings which was converted to annual fuel savings. From the fuel savings, the reduction of CO₂ in metric tons could be calculated. The monetized value

“Improvements would benefit our current business location by easing congestion at the access to our facility making employee and shipping ingress/egress faster, easier, and safer. Further, Applied Materials is exploring opportunities to address the desperate need for housing in Kalispell and among our employees by building multi-family housing on property we own along West Reserve Drive. Clearly, constructing additional, dense housing units here will consequently add to the need for expanded vehicular and non-vehicular capacity.”

Brian Aegerter, Applied Materials, Right of Way Property Owner

per metric ton of CO₂ from the U.S. DOT *BCA Guidance for Discretionary Grant Programs* published in March 2022 was used to calculate the monetized value of the emissions reduction, discounted at 3 percent. **CO₂ emissions reductions are calculated to be 47,516 metric tons.**

“This specific project will provide a vital piece in our valley-wide network. Longtime residents value the safety these improvements provide in the face of rising vehicular traffic and recent arrivals expect integrated transportation networks.”

Mark Crowley, President of Rails to Trails of Northwest Montana

The analysis shows that 47,516 metric tons will be saved over the analysis period. Additionally, the value of fuel savings due to the Project is 5.34 million gallons equal to \$15.5 million in user fuel cost savings.

d. Equity, Multimodal Options, and Quality of Life

The West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection project is exciting to present for its contributions to improving the quality of life for all users. The MPDG grant merit criteria of equity, multimodal options, and quality of life is addressed with the Build scenario through the increased access by pedestrians and bicyclists to areas along West Reserve Road. The project includes a multiuse trail for pedestrians and bicyclists that connects to existing facilities on both ends of the corridor. On the west end, the trail would connect to the existing path along the Kalispell Bypass. On the east end, the trail would connect to an existing path that runs on the west side of Whitefish Stage Road.

With the baseline and projected change in pedestrian and bicycle trips, the annual change in pedestrian-miles and bicycle-miles resulting from project improvements could be calculated. **Using the monetization factors for pedestrian and bicyclist benefits published in the U.S. DOT *BCA Guidance for Discretionary Grant Programs* in March 2022, the monetized value of the impacts on the pedestrian and bicyclist populations is approximately \$6.2 million in undiscounted 2020 dollars.**

With the current lane configurations (the No Build scenario), both signalized intersections at Hutton Ranch Road and at Whitefish Stage Road are expected to operate at LOS F by 2045 with significant delay per vehicle. Table 6 shows the intersection LOS and average vehicle delay (in seconds) anticipated during the a.m. and p.m. peak hours.



Table 6: No Build Scenario Peak Hour LOS and Delay

Intersection	Control	2025		2045	
		AM	PM	AM	PM
W. Reserve Dr./Hutton Ranch Rd.	Signal	Delay 7.2 LOS A	Delay 20.4 LOS C	Delay 23.2 LOS C	Delay 124.4 LOS F
W. Reserve Dr./Whitefish Stage Rd.	Signal	Delay 73.0 LOS E	Delay 118.3 LOS F	Delay 214.8 LOS F	Delay 228.9 LOS F

The Build scenario, however, includes the reconstruction and widening of West Reserve Drive from Hutton Ranch Road to east of Whitefish Stage Road from a 3-lane cross section to a 5-lane cross section that includes two travel lanes in each direction. Also included are capacity improvements at both the Hutton Ranch Road and Whitefish Stage Road intersections in the form of additional east-west through lanes and dedicated turning movement lanes on select approaches. The Build scenario improves east-west mobility, increases capacity and access for north-south vehicles at signalized intersections, significantly reduces traffic delay, improves travel network reliability, and reduces systemwide fuel consumption.

The 2025 Build Scenario shows immediate relief to traffic delay and congestion, while the 2045 Build scenario shows considerable improvement in traffic delay and congestion. It also shows substantial reductions in network delay and lower fuel consumption. Table 7 presents the anticipated LOS and delay with the Build scenario intersection lane configuration.

Table 7: Build Scenario Peak Hour LOS and Delay

Intersection	Control	2025		2045	
		AM	PM	AM	PM
W. Reserve Dr./Hutton Ranch Rd.	Signal	Delay 3.9 LOS A	Delay 8.1 LOS A	Delay 13.1 LOS B	Delay 27.7 LOS C
W. Reserve Dr./Whitefish Stage Rd.	Signal	Delay 15.3 LOS B	Delay 18.7 LOS B	Delay 45.2 LOS D	Delay 62.0 LOS E

The current lane configuration on West Reserve Drive is not able to accommodate the anticipated traffic demand and would result in long queues and heavy congestion. The travel time benefits arrived at in this analysis suggest the Build scenario is an essential project to effectively meet the travel demands expected to occur in the next 20 to 25 years.

The Montana Department of Transportation is diligent in its commitment to the goals of the Disadvantaged Business Enterprise (DBE) program encouraging and supporting the participation of companies owned and controlled by socially and economically disadvantaged individuals in transportation contracts. MDT’s DBE goal for highway projects is 6.5%. As of May 10, 2022, overall DBE utilization is 3.9%. MDT is currently engaged in a Disparity Study the goal of which is to evaluate and refine their efforts to encourage the participation of minority- and



woman-owned businesses in their contracts. Detailed information of the study is available at [Disparity Study | Montana Department of Transportation \(MDT\) \(mt.gov\)](#).



Build Montana's first student class in Billings, MT

In Kalispell a pilot project under the Montana BUILD program is working to encourage and develop local high school juniors and seniors to enter the construction field. While early in its efforts, we are confident this student focused program will grow and introduce many local youth to the benefits of a career in construction. The recent news article [linked here](#) provides

details on this exciting effort.

e. Innovation Areas: Technology, Project Delivery, and Financing

a. Innovative Technologies

Montana’s statutory guidance allows design-build contracting where firms may offer innovative technology proposals which will be given consideration and lead to possible incorporation to the project. As innovative technologies for project delivery become available, MDT looks to incorporate appropriate components.

ii. Innovative Project Delivery

The project will be constructed using MDT’s design-build process as currently allowed by the State of Montana. Design-build delivery has been used to deliver projects for several reasons which include a unique project scope of work, time requirements, desire for the work to be completed by a specified date, minimize disruption to traffic, and to encourage new and creative solutions to a project.

It is common for design-build firms competing for a project to offer value-added solutions in their project proposals. MDT’s process encourages this approach as the agency’s selection process includes a monetary component and a scoring criterion based on established merit criteria which include each firm’s project approach, the firm’s team and experience, and innovation.

For the West Reserve Drive project, the design-build delivery method offers opportunities to minimize time to construct the



project which is beneficial due to current traffic congestion, and opportunities for design-build firms to provide creative solutions to complete the work by using innovative techniques, materials, and unique public involvement solutions.

iii. Innovative Financing

The Montana Department of Transportation and the City of Kalispell will adhere to best practices in grant and project administration.

VI. Benefit-Cost Analysis

This Benefit-Cost Analysis (BCA) evaluates the social benefits and costs of widening West Reserve Drive from three to five lanes, expanding sidewalk infrastructure, constructing curbing and drainage improvements on Whitefish Stage Road, and capacity and signalization improvements at intersections. Current traffic counts along with micro level modeling for the West Reserve Drive corridor demonstrates that a significant traffic capacity issue exists and is expected to worsen with anticipated growth in population and employment. The corridor is likely to experience prolonged congestion due to the volume of traffic exceeding the capacity which the current facility can handle.

MPDG Grant funds along with Montana DOT surface transportation funds will be used to widen West Reserve Drive and provide improved traffic capacity and traffic operations. As a result of improved traffic throughput, auto users in the project area are expected to experience travel time savings, fuel savings and lower crash risk while reducing overall CO₂ emissions. Pedestrians and bicyclists are expected to benefit from the increased access to sidewalk and bicycle infrastructure. Portland Cement Concrete Pavement (PCCP) surfacing at the Hutton Ranch and Whitefish Stage intersections will provide a durable surface and state of good repair for freight movement and the increased traffic volumes the facility is expected to experience. The construction of this project will provide an improved quality of life for the area by enhancing the existing urban transportation network’s capacity, reliability, and operation.

The BCA was conducted in alignment with the MPDG Rural grant program guidelines and the BCA Guidance for Discretionary Grant Programs published by the U.S. DOT in March 2022. Table 2 shows the summary of the benefit-cost analysis for the project based on traffic forecasting and microsimulation modeling of the West Reserve Drive corridor.

The total project cost is \$31.7 million in undiscounted 2020 dollars with \$9.2 million allocated for preliminary engineering, utility relocation, and right-of-way acquisition and \$22.5 million allocated to construction and construction engineering to deliver the project using the design-build method. The total project benefits are projected to be \$417 million in undiscounted 2020 dollars, attributed to the impacts of faster throughput speeds and less time spent in queues for vehicle traffic, safer turning movements at the intersections and improved access by pedestrians and bicyclists. **Using a 7% discounting rate, the analysis shows a Net Present Value (NPV) of \$131 million in 2020 dollars and a Benefit-Cost Ratio (BCR) of 5.86.**

Table 8: Project Benefit-Cost Analysis

BCA Metric	Undiscounted (\$2020 millions)	Discounted (@ 7%) (\$2020 millions)
Total Benefits	\$416.6	\$158.1
Travel Time Savings	\$392.7	\$148.0
Fuel Cost Savings	\$15.5	\$5.5
CO ₂ Emissions Reductions (@ 3% discount)	\$3.4	\$2.1
Safety Benefits	\$1.5	\$0.6
Pedestrian and Bicyclist Benefits	\$6.2	\$2.6
Agency O&M Costs	(\$2.7)	(\$0.7)
Total Capital Costs	\$31.7	\$27.0
Net Present Value (NPV)	\$384.9	\$131.2
Benefit-Cost Ratio (BCR)	13.14	5.86
Internal Rate of Return (IRR)	33%	

VII. Project Readiness and Environmental Risk

The Montana Department of Transportation initiated the West Reserve Drive Corridor Study to develop a comprehensive long-range plan for managing the corridor and determining what, if anything, can be done to improve the corridor based on needs, public and agency input, and financial feasibility. MDT, Flathead County, City of Kalispell, and the Federal Highway Administration (FHWA) used a collaborative process to develop the improvement plan, including a detailed environmental scan of the corridor. The study followed the 2009 Montana Business Process to link Planning and National and Montana Environmental Policy Act (MEPA) Reviews ([corridor_study_process.pdf \(mt.gov\)](#)). The 2009 Montana Business Process to link Planning and National and Montana Environmental Policy Act Reviews is designed to provide guidance to MDT and its partners on how to connect their transportation planning processes and the National and Montana Environmental Policy Act (NEPA)/(MEPA), as provided for in the Safe, Accountable, Flexible, Efficient Transportation Act. The goal of the Corridor Plan is to better scope projects before moving into the project development process in order to achieve the lowest level environmental document possible while minimizing cost and time for project delivery and provide early input opportunities for the public and resource agencies. The corridor planning complements the environmental process and ensures decisions are made at the appropriate level, while considering low-cost improvement options and available funding. The process provides a means of early and continuous involvement of appropriate agencies,



stakeholders, and the public to reduce the cost of the environmental process and speed project delivery.

Based on the project scope and potential impacts outlined in the West Reserve Drive Corridor Planning Study, the project will be categorically excluded under Federal Highway Administration 23 CFR 771.117.c(26) and c(28), as the project is a modernization of a highway by reconstruction, adding auxiliary lanes (turning), bridge reconstruction, and there would not be any residential or non-residential displacements. Further, if selected, a project feasibility study will be completed including analysis for compliance with the National and Montana Environmental Policy Acts and other applicable state and federal regulations as part of the MDT project development process.

The total project cost for the project area is shown in Table 9. The project cost is the design-build estimate for expanding West Reserve Drive from the three-lane configuration to five lanes between Hutton Ranch Road and Whitefish Stage Road, and improvements on Whitefish Stage Road and at the West Reserve Drive – Whitefish Stage Road intersection.

Table 9: Project Cost Estimate

	Value (in undiscounted \$2020 dollars)	Value (in discounted \$2020 dollars)
Preliminary Engineering	\$2,852,000	\$2,426,000
Construction Engineering	\$2,218,000	\$1,887,000
Utility Relocation	\$4,095,000	\$3,485,000
Right-of-Way Acquisition	\$2,233,000	\$1,901,000
Construction Spending	\$20,288,000	\$17,269,000
Total Spending	\$31,686,000	\$26,968,000

The total project cost is \$28.6 million in undiscounted 2020 dollars, which includes preliminary engineering, construction engineering, utility relocation, and right-of-way acquisition. To complete the project, \$28.6 million is required to fund as a design-build construction project. **The USDOT MPDG Rural grant request for this project is \$25.0 million and remaining funds will come from MDT’s Surface Transportation Primary program for the Missoula District.** Over the past six months the Department has experienced project price increases of such cost and volatility as never seen before. Seeing no end to the wild unpredictability, The Associated General Contractors of America (AGC) 2022 Construction Inflation Alert published in February was used as a cost factor consideration. ([Construction Inflation Alert Cover_Apr2022_0.pdf \(agc.org\)](#))

The project schedule is based on the design-build method of delivery and is shown in Table 10. MDT is using their design-build delivery model as their proven innovative delivery method and will continue to look for innovative solutions for delivery and material procurement given the current volatile market to maximize their dollars and reduce risk of price inflation. If a MPDG Grant is awarded to this project, MDT would first determine the best project delivery method available. Assuming current conditions, the design-build selection process would begin in January 2023 which assumes a recipient agreement is executed. Using MDT’s design-build process for scheduling, the selection process would be complete in August 2023 resulting in awarding the project to the top scoring design-build firm. The selected firm would be required to



substantially complete construction of the project by November 21, 2025, and final completion by July 17, 2026, well within MPDG Rural statutory deadlines for obligation.

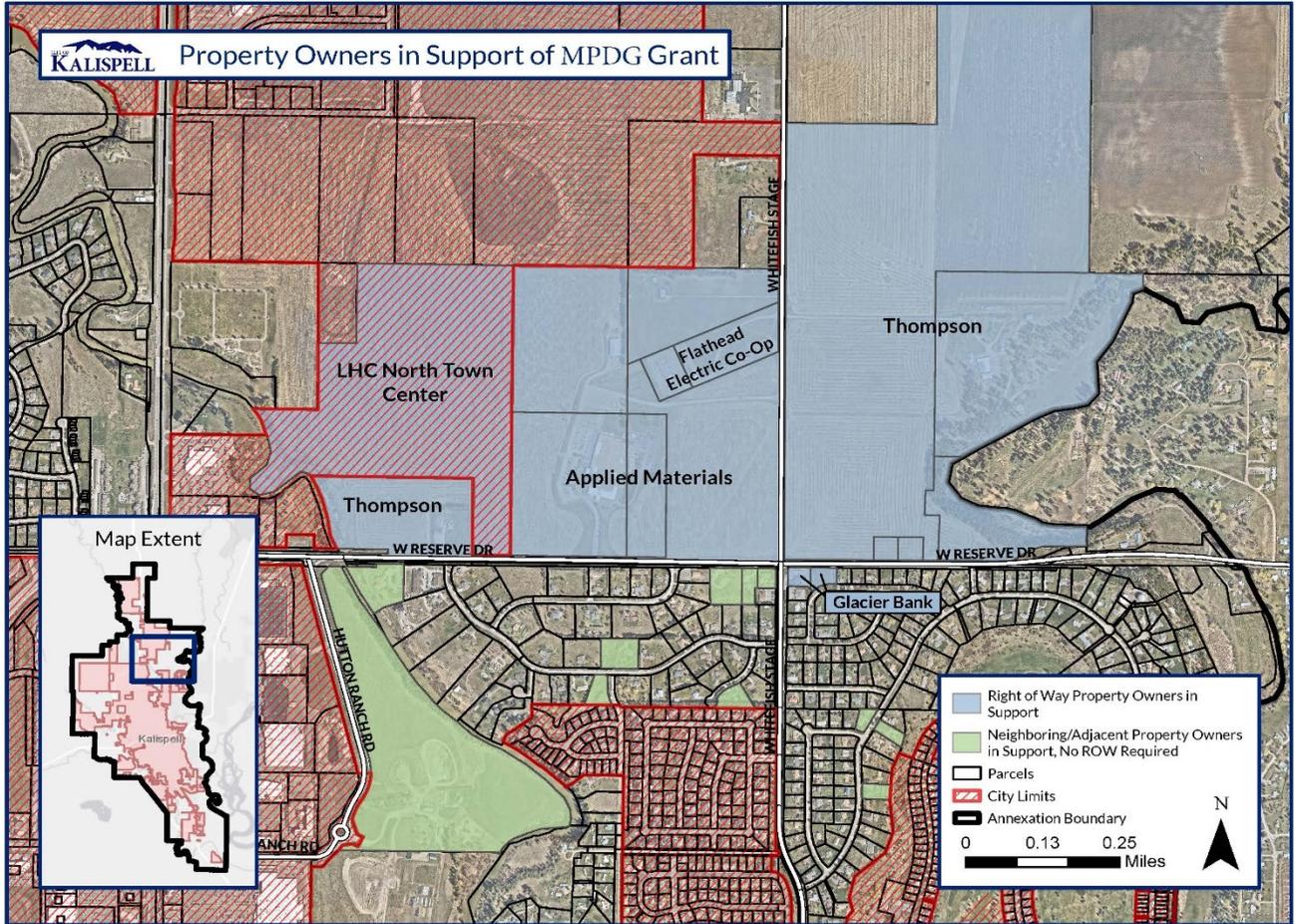
Table 10: Project Schedule

Project Schedule - West Reserve Drive: Hutton Ranch Rd. to Whitefish Stage Rd. Intersection	
Event	Schedule
Conduct Project Delivery Determination	January 2, 2023
Recommendation Memo Approval by Commission	January 24, 2023
Stipend Memo Approval by Commission	February 21, 2023
Advertise RFQ	April 3, 2023
SOQ Due Date	April 24, 2023
Distribute RFP	May 11, 2023
Pre-Proposal Meeting	May 18, 2023
Technical Proposals Due Date	August 1, 2023
Bid Price Proposals Due Date	August 21, 2023
Final Selection Date	August 22, 2023
Commission Award	September 12, 2023
Notice to Proceed for DB Firm	September 27, 2023
Preconstruction Phase Begins (Includes R/W and Utility Activities)	September 28, 2023
Preconstruction Phase Completed	March 25, 2024
Construction Phase Begins (Notice to Proceed)	March 26, 2024
Construction Phase - Substantial Completion	November 21, 2025
Construction Phase - Final Completion	July 17, 2026
<i>The proposed schedule listed above is an example of the schedule of work which will be contracted to be complete by July 2026. Under this example, the project would be substantially complete in November 2025 providing full benefits for all users. The Design-Build contract method is an example of a project delivery method which allows for expedited project delivery and for innovation of project scheduling and the incorporation of value-added materials and products.</i>	

Diverse stakeholders including residential neighbors, commercial business, elected officials, other public entities have all voiced support for this effort. During our RAISE grant preparation and through the April 7, 2022, public open house events, hundreds of public comment emails and letters of support were received and are linked for this application. As the proposed MPDG grant project is substantially the same as that proposed for RAISE, the letters of support were carried forward for this application submittal just one month later. MPDG grant specific Resolutions of Intent are provided from the City of Kalispell and Flathead County alongside the Kalispell TAC’s letter of support, and the Montana Department of Transportation’s letter memorializing the needs, roles and responsibilities for this project. Public participation and



support have been consistent since the inception of the West Reserve Corridor Planning Study and continue on the hopes of favorable review from US DOT for a MPDG Rural program award. Right-of-way acquisition can be a challenging and time-consuming aspect of public transportation infrastructure projects.



Kalispell is happy to demonstrate with attached letters that the owners of properties from which ROW will be required for this project have voiced their support and documented their willingness to participate with MDT on land sales as needed and in good faith. These

key property owners are: Ray Thompson, Thompson Enterprises; Brian Aegerter, Applied Materials; Jeff Claridge, LHC and North Town Center; Mike Smith, Glacier Bank; Jason Williams, Flathead Electric Cooperative. An estimated 8.5 acres of land is needed primarily on the north side of West Reserve Drive to accommodate widening of road, intersection, boulevard and sidewalks. Additionally preliminary work to date identified significant utility relocation needed. The willingness of the affected property owners to pledge their cooperation to effectuate this construction project is a testament to the level of effort committed to date and the assurance of timely project delivery. These properties are labeled and shaded blue in the map above.

Typical project delivery risks include utility coordination, right-of-way acquisition, contractor and resource availability, environmental permitting, construction schedule and costs, local jurisdiction approvals and public stakeholder support.



Right of way acquisition is a common area of concern for property owners adjacent to road construction projects and MDT has created a simple “Right-of-Way Q & A” available on its website to proactively address the issue. [MDT-Right-of-Way-QA \(kalispell.com\)](https://www.kalispell.com/MDT-Right-of-Way-QA)

The West Reserve Drive Project is ready to embark on the design-build process pending US DOT MPDG Rural grant support. Critical components of project readiness are in place as follows:

- The West Reserve Drive Corridor Planning Study has established necessary preliminary engineering steps for the project including documenting existing and projected conditions, extensive public engagement generating significant and documented support, environmental scan, development of design options, project scope, schedule, costs and potential sources of funding.
- MDT has reviewed the environmental scan and existing conditions which indicate the Project is eligible for Categorical Exclusion under the National Environmental Protection Act.
- MDT has reached out to the local utilities including Flathead Electric Cooperative and the City of Kalispell and has their support to collaboratively address the needs for utilities relocation required by the project.
- Contractor and resource availability is an issue across the nation. The design-build model is expected to allow flexibility which reduces the impact of these issues.
- Montana Department of Transportation and the City of Kalispell both individually and together have the organizational capacity, staff capabilities, approved financial processes, and proven track record demonstrating ability to plan, implement, manage, monitor and close out projects of this size.
- Both MDT and the City of Kalispell, as units of government, comply with Title VI/Civil Rights requirements ensuring no person is excluded from participation, denied benefits, or otherwise subjected to discrimination under any program or activity, on the basis of race, color, national origin, sex age or disability.
- Extensive public engagement through the West Reserve Corridor Study has generated significant public support for the project and is evidenced in letters of support provided.
- The property owners adjacent to the proposed Project have been contacted about the project and the anticipated need for acquisition of portions of their property for right-of-way use. Each property owner has provided a letter of support for the project and committed their willingness to work with MDT on necessary right-of-way acquisition. These letters of support were obtained in connection with the April 2022 RAISE grant application and apply equally to this MPDG Rural application as the project is substantially the same.

The West Reserve Drive project proposal proactively addresses each and concludes the factors affecting the project’s timely obligation of funds are appropriately and sufficiently mitigated.

VIII. Statutory Project Requirements

Statutory Selection Requirements	
23 U.S.C. 173 - Rural	West Reserve Drive Project
(1) The project will generate regional economic, mobility, or	As the fastest growing micropolitan area of the nation, the Project provides significant and quantified benefits as evidenced in the BCA for economic,



<p>safety benefits</p>	<p>mobility and safety as follows:</p> <ul style="list-style-type: none"> • Economic—travel time savings, improved travel time reliability, fuel cost savings, and 446 direct job years created by project construction • Mobility—increased access for pedestrians and bicyclists • Safety—anticipated 25% reduction in total intersection crashes, improved pedestrian and bicyclist safety from sidewalk additions
<p>(2) The project will be cost effective</p>	<p>Per BCA attached, the proposed project will generate Total Benefits of \$158 million in 2020 dollars with a 7% discount rate. The Net Present Value of the Project is \$131 million, and the Benefit-Cost Ratio is 5.86.</p>
<p>(3) The project will contribute to 1 or more of the national goals described under Section 150</p>	<p>National goals addressed by the Project:</p> <p>(1) Safety.-Project will provide 25 % reduction in total intersection crashes.</p> <p>(2) Infrastructure condition.(State of Good Repair)-Project will construct infrastructure asset improvements which will be maintained by MDT and City of Kalispell per agreement to be memorialized per existing example linked to application from 2018 BUILD grant, Kalispell Bypass: Foys Lake Section.</p> <p>(3) Congestion reduction.-The Project will reduce traffic congestion by improving traffic flows thereby increasing travel time savings as noted in (4) below.</p> <p>(4) System reliability (Equity, Multimodal Options, and Quality of Life).-The Project will improve the efficiency of the surface transportation system by improving traffic flows thereby increasing travel time savings as a calculated value of \$148 million.</p> <p>(5) Freight movement and economic vitality.((Economic Impacts, Freight Movement and Job Creation)-The Project supports regional economic development by the creation of 446 direct job years as calculated in the BCA.</p> <p>(6) Environmental sustainability (Climate Change, Resiliency, and the Environment)-The project will improve roadway and infrastructure while reducing CO2 emissions valued at \$2.1 million.</p> <p>(7) Reduced project delivery delays (Innovation Areas).-The Project will utilize the State of Montana’s preferred design-build structure to deliver the project in the most cost and time efficient manner available.</p>
<p>(4) The project is based on the results of preliminary engineering</p>	<p>As of the date of application submission, the West Reserve Drive Project has completed the West Reserve Drive Corridor Planning Study (October 2021) which includes the following preliminary engineering components:</p> <ul style="list-style-type: none"> • Existing and Projected Conditions Report • Local and Regional Planning • Environmental Scan • Project Improvement Options • Engineer Cost and Revenue Estimates • Project Schedule • General estimates of the types and quantities of materials needed • Public Involvement Plan
<p>(5) The project is reasonably</p>	<p>The West Reserve Drive Project schedule is provided:</p>



<p>expected to begin not later than 18 months after the date of obligation of funds for the project</p>	<p>expected obligation date: construction start date: March 26, 2024, Total Project Cost: \$31.6 million Project Readiness: Environmental Risk: Environmental Scan complete per Corridor Study with State determination of Categorical Exclusion expected Financial Completeness: MPDG Rural grant funding (79%) is critical to Project implementation and will be matched by Montana STPP funds (21%). Technical Capacity: Demonstrated capacity of both the City of Kalispell and MDT to administer, implement, manage, report and closeout the project.</p>
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IX. Additional Considerations

Additional considerations relevant to supporting the Project and its benefits include the following:

- Geographic Diversity: As determined by the US Department of Transportation
- Project is intended to link the county neighborhood—Evergreen (Census Tract 7) which is indicated via Department of Transportation Data Hub as Transportation, Health and Resilience Disadvantaged--to the nearest hub for education, jobs, health care, food, public youth athletic fields and parks, entertainment, retail, commercial and other amenities via multimodal options via one of only two east-west road connections.
- Above National Average Roadway Fatalities from Lane Departures:
 Montana’s rural roadway departure fatality rate is 1.50 fatalities/HMVMT (5-year rolling average using 2016-2020 data)
 U.S. rural roadway departure fatality rate is 1.16 fatalities/HMVMT (5-year rolling average using 2016-2020 data)
- The West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection project was submitted in April 2022 to the US Department of Transportation RAISE grant program with a funding request of \$25,000,000. In that application the proposed project did not include PCCP surfacing at the two intersections and therefore was approximately \$3.1 million dollars less in total cost.
- For the RAISE grant application, the City of Kalispell and Montana Department of Transportation held two public open house events and hundreds of letters of support were submitted for the Project. As this MPDG Rural grant application is being submitted just one month later for a slightly expanded version of the same Project, please accept attached RAISE letters of support as evidence of wide-spread community involvement and support. You will note, additional media coverage for the MPDG Rural grant is attached as well as updated Resolutions of Support from the City of Kalispell and Flathead County, Kalispell’s TAC, the Montana Department of Transportation and Montana’s U.S. Senators Tester and Daines.
- Federal Awardee Performance and Integrity Information System (FAPIS) search results for the City of Kalispell yield: “No Proceedings or Exclusions”

- Above National Average Roadway Fatalities from Lane Departures: Montana’s rural roadway departure fatality rate is 1.50 fatalities/hundred million vehicle miles traveled (HMVMT) based on a 5-year rolling average using 2016-2020 data. The US rural roadway departure fatality rate is 1.16 fatalities/HMVMT based on 5-year rolling average using 2016-2020 data.

Kalispell, Montana is navigating a new course like other rural, western communities well-endowed with natural resources, spectacular beauty and endearing charm. For decades, a century even, Kalispell and its surrounds were a well-kept secret that took its best qualities for granted. Slowly we shifted from exporting logs and grain to foreign markets to exporting our greatest treasure - our children to colleges and jobs far away because, as everyone knows, “you can’t eat the scenery.”



Traffic on West Reserve Drive in Kalispell on April 30, 2020.
Hunter D’Antuono - Flathead Beacon

The scenery, it turns out, is worth millions when viewed from mansions built for new residents who made their money in those faraway places. This rural gentrification phenomenon is creating change at a pace challenging communities both socially and economically. In turn, the public infrastructure fabric is strained by increased demand and outpaced costs.

The City of Kalispell and the Montana Department of Transportation hope to work with the US Department of Transportation to address transportation system needs in northwest Montana. We appreciate your consideration of the West Reserve Drive: Hutton Ranch Road to Whitefish Stage Road Intersection

construction project application to the 2022 US DOT Multimodal Project Discretionary Grant Opportunity Rural program. ...and anyway, Kalispell isn’t full-up yet. Even our newest residents haven’t been able to shut the gate behind them.

“Kalispell School District 5 recognizes the importance of the proposed construction project to improving vehicular and non-motorized transportation to and from our community schools. The project will reduce travel and idle times for individual vehicles as well as school buses, improve safety for all drivers (including new high school age drivers) and provide a safe route for those walking or riding bikes to our schools.”

-Micah Hill, Superintendent, Kalispell Public Schools