



# Community Transportation Enhancement Program

## Project Application

August 2013

**For MDT Use Only**  
Do Not Write In This Box

Eligible:  Yes  No  
 Adequate Scope:  Yes  No  
 Location/Map:  Yes  No  
 Funding:  Yes  No  
 Public Involvement:  Yes  No  
 Signed:  Yes  No

\_\_\_\_\_  
CTEP Staff Approval

\_\_\_\_\_  
Date

### 1. Local Entity Sponsor

Sponsor #1: Flathead County  
 Address: 1035 1st Ave. W.; 2nd Floor  
 City: Kalispell, MT  
 Zip Code: 59901  
 Telephone: 406-751-8200

Sponsor #2: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_  
 Zip Code: \_\_\_\_\_  
 Telephone: \_\_\_\_\_

### 2. Project Contact

#### Local CTEP Administrator

Name: BJ Grieve  
 Title: Director, Planning and Zoning  
 Address: 1035 1st Ave. West  
 City: Kalispell, MT  
 Zip Code: 59901  
 Telephone: 406-751-8200  
 Fax: 406-751-8210  
 Email: bgrieve@flathead.mt.gov

Signature: 

#### Project Manager

Name: Alex Hogle  
 Title: Planner III  
 Address: 1035 1st Ave. West  
 City: Kalispell, MT  
 Zip Code: 59901  
 Telephone: 406-751-8200  
 Fax: 406-751-8210  
 Email: ahogle@flathead.mt.gov

### 3. CTEP Project Category

- Facilities for pedestrians and bicycles
- Landscaping and other scenic beautification
- Historic preservation
- Acquisition of scenic easements and historic or scenic byways
- Scenic or historic highway programs
- Rehabilitation of historic transportation buildings, structure or facilities

- Establishment of transportation museums
- Archeological planning research
- Mitigation of water pollution from highway runoff or reduce vehicle-caused wildlife mortality
- Preservation of abandoned railway corridors
- Control and removal of outdoor advertising
- Provisions of safety and educational activities for pedestrians and bicyclists

#### 4. Project Relationship to Surface Transportation

The project would establish a separated paved pathway running parallel to U.S. Highway 2 East between the unincorporated towns of Coram and West Glacier. With the exception of limited stretches already equipped with pedestrian pathways, U.S. Highway 2 provides few safe areas for pedestrians, students, and bicyclists along the [proposed route as highway traffic travels at high speeds with minimal separation between motorized and non-motorized users.

Providing connectivity with the existing pathway located between Hungry Horse and Coram, the project will be a major element of an envisioned pedestrian and bicycle pathway connecting the greater Flathead Valley and unincorporated communities within 'the canyon' with West Glacier and Glacier National Park. Improved safety for pedestrians and cyclists, safe non-motorized access to West Glacier School, non-motorized pedestrian access to Glacier National Park from area campgrounds and motels, and local economic benefits are the primary goals of the trail project. See attachment for more specific information.

#### 5. Public Involvement Description

Public involvement has occurred in various forms and contexts including the recent adoption of the Flathead County Trails Plan, publicly noticed meetings administered by Flathead County Departments and Boards, public events and fundraisers sponsored by the 'Gateway To Glacier' non-profit group (the project's 'local sponsor'), and various news articles. See attachment for more specific information.

#### 6. Project Description

The project would entail design and construction of a separated paved pathway for pedestrians and cyclists approximately 6.8 miles in length along the west/north side of U.S. Highway 2 between Seville Lane in Coram and Going To The Sun Road in West Glacier. Anticipated to occur entirely within the public right-of-way of Highway 2, the project would provide connectivity with an existing pathway comprised of paved asphalt and concrete sidewalk sections which presently terminates at Seville Lane in Coram.

The proposed project would commence at the existing cross-walk at Seville Lane. Beginning at the Seville Lane pedestrian crossing of Highway 2, the project route would extend northward to West Glacier, intersecting approximately nine roads as shown on the attached maps. The route would end on the north side of Highway 2 at the location of the railroad underpass at Going To The Sun Road where there is a pedestrian sidewalk established through a tunnel. See attachment for more specific information.

#### 7. Americans With Disabilities Act (ADA) Compliance

- No. ADA features are not included in project.
- Yes. ADA features are included in project, including (check those that apply):
  - Sidewalks or multi-use paths with ramps and truncated domes.
  - Access ramps to public building, including handrails and landing areas.
  - ADA-compliant door opening and closing devices.
  - ADA-compliant facilities within buildings (e.g., rest rooms) when eligible for CTEP funding (visitor centers, transportation museums, etc.).
  - Other. Specify:

#### 8. Right-of-Way Requirements

- Yes. List property name(s) and current owner(s), if known:
- No. Skip to Item #12 \*
- Unknown\*

### 9. Right-of-Way Acquisition

- Not applicable to this project
- Purchased with private funds and placed in public ownership
- Purchased with Local Entity funds and placed in public ownership
- Purchased with CTEP funds and Local Entity match and placed in public ownership
- Donated to Local Entity by private entity
- Donated to Local Entity by another governmental agency
- Unknown at this time
- Other – specify:

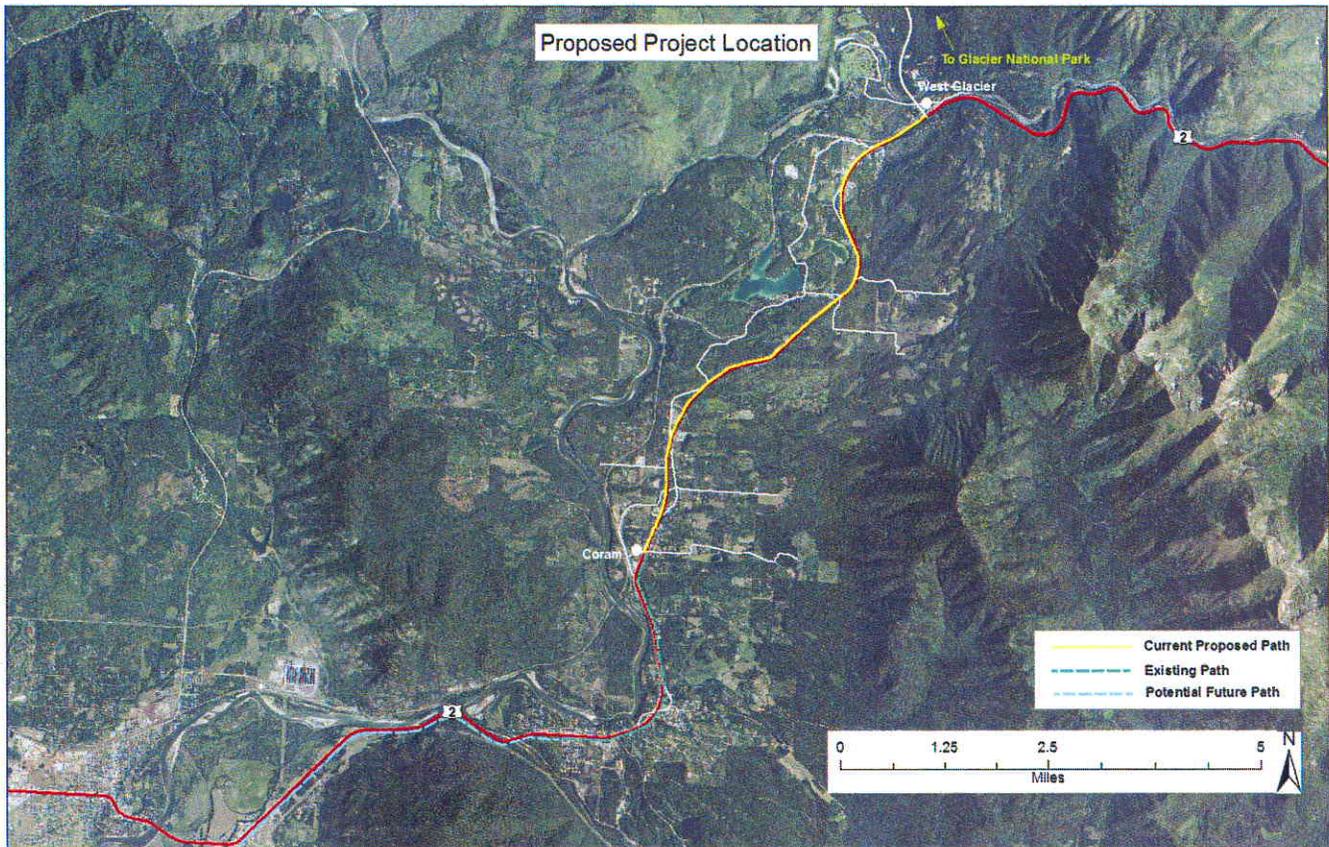
### 10. Right-of-Way Funding

- Not applicable to this project
- Local Entity with CTEP funds – specify:
- Local Entity with local funds
- MDT – See instructions
- Unknown at this time

### 11. Right-of-Way Value

- Not applicable to this project.
- Toward meeting the Federal matching requirements.
- Only to reduce the overall cost of the project. No CTEP funds will be used for rights-of-way or easement acquisitions.

## 12. Project Location Map



See attachment for additional maps indicating project endpoints and the project's location in proximity to existing path and area roads.

## 13. Incorporation into other MDT Projects

No

Yes

Yes, but only if the project will be constructed within a certain time period – specify: \_\_\_\_\_

## 14. Project Responsibilities

Project Phase	MDT <sup>(1)</sup>	Local Entity Personnel	Contractor	Consultant <sup>(2)</sup>	Private Party (Donated)	N/A
Preliminary Engineering	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right-of-Way or Easement Acquisition	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Contract Letting <sup>(3)</sup>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				<input type="checkbox"/>
Construction <sup>(4)</sup>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
Construction Engineering	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

See the Instructions for footnote descriptions.

**15. Funding Splits**

\* Regarding match, see attachment for detailed information.

Project Phase	N/A	CTEP Funds and Local Match	Other Funds (Specify)	Donated Services (Specify)	Right-of-Way or Easement (Specify)
Preliminary Engineering	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> MDT(match)*	<input type="checkbox"/> _____	<input type="checkbox"/> _____
Right-of-Way or Easement Acquisition (labor and administrative costs only)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____
Right-of-Way or Easement Acquisition (property or easement value)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> MDT(match)*	<input type="checkbox"/> _____	<input type="checkbox"/> _____
Construction Engineering	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> MDT (match)*	<input type="checkbox"/> _____	<input type="checkbox"/> _____

## 16. Project Cost Estimate

Project Phases	Total Project Cost	CTEP Funds 86.58%	Local Funds 13.42%	Other Funds
Preliminary Engineering (PE)	\$ 60,710.00	\$ 52,562.00	\$ 8,148.00	\$ _____
Utility Relocations (IC)	\$ _____	\$ _____	\$ _____	\$ _____
Right-of-Way (ROW)	\$ _____	\$ _____	\$ _____	\$ _____
Construction (CN)	\$ 778,345.00	\$ 673,891.00	\$ 104,454.00	\$ _____
Construction Engineering (CE)	\$ 32,690.00	\$ 28,303.00	\$ 4,387.00	\$ _____
Other (OT)	\$ _____	\$ _____	\$ _____	\$ _____
<b>Total</b>	<b>\$ 871,745.00</b>	<b>\$ 754,756.00</b>	<b>\$ 116,989.00</b>	\$ _____

Regarding project financing, the intention is to apply the remaining available unencumbered Flathead County CTEP allocation to the project to account for the applicable 'indirect costs rate', and 86.58% of allowable project costs. Flathead County requests the 'Project Specific Agreement' contain language allowing the flexibility to adjust the physical scope of the project in order to adhere to the approved project budget. See attachment for more detailed information.

## 17. Participation Splits (CTEP Funds Only)

Local Entity Name	Local Entity #1 (Project Lead): <u>Flathead County</u>	Local Entity #2
<b>Total</b>	\$ 871,745.00	\$ _____

## 18. Project Maintenance

- City – specify: \_\_\_\_\_
- County – specify: See attachment for detailed information.
- Tribal – specify: \_\_\_\_\_

## 19. Estimated Project Schedule

Design Start Date:	<u>30-60 days after consultant selection</u>	Completion Date:	<u>30-60 days after consultant begins design</u>
Land Acquisition Start Date:	<u>N/A</u>	Completion Date:	<u>N/A</u>
Construction Start Date:	<u>15-60 days after contract is awarded if within reliable construction season, otherwise delayed.</u>	Completion Date:	<u>45-90 days after notice to proceed, and depending upon timing of seasonal construction window.</u>

Has any part of this project been started?  Yes  No

If yes, indicate the started project phases.

Preliminary Engineering

Construction

Right-of-Way

Construction Engineering

Contract Letting

Other

**20. Will the Local Entity receive a total of \$500,000 or more annually from the federal government?**

No

Yes

**21. Dun and Bradstreet Data Universal Numbering System (DUNS) number : 00-890-5093**

**22. Signatures**

Dated this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

Signature: 

City/County/Tribal Government:

Name and Title: Pamela Holmquist

Commissioner, Chair

Signature: 

City/County/Tribal Government:

Name and Title: Gary Krueger

Commissioner

Signature: 

City/County/Tribal Government:

Name and Title: Cal Scott

Commissioner

## **Attachment to Flathead County's 2013 Gateway To Glacier CTEP Project Application**

The following detailed information pertains to questions 4, 5, 6, 8, 12, 16, and 18 of the submitted CTEP application.

### **4. Project Relationship to Surface Transportation**

The project would provide non-motorized travel options between the unincorporated towns of Coram and West Glacier, providing safe pedestrian connectivity between residences, businesses, area RV Park/campgrounds, motels, and Glacier National Park. Connecting with an existing path which currently extends from Hungry Horse to Coram, the project would implement a significant portion of a proposed 'arterial trail' envisioned in the *Flathead County Trails Plan* to run adjacent to U.S. Highway 2 between Flathead Valley and Glacier National Park.

Running parallel to U.S. Highway 2 within the public right-of-way, the proposed path would extend approximately 6.8 miles between Seville Lane in Coram and Going To The Sun Road in West Glacier (see attached Maps #1-3). The proposed trail would connect with existing paths and/or sidewalks at each end - to the north end of an existing path which currently terminates at Seville Lane in Coram (see attached Map #4) and to a pedestrian sidewalk accessing the town of West Glacier through a railroad underpass parallel to Going To The Sun Road (see attached Map #5).

### **5. Public Involvement Description**

Flathead County conducted an extensive public involvement and informational campaign on the *Flathead County Trails Plan* from 2008 to 2010 that included advisory boards, meetings, workshops, area newspaper advertisements, legal ads, and publicly noticed hearings. The Trails Plan was adopted on October 12, 2010 and the *Flathead County CTEP Administrative Policies* was subsequently adopted on October 3, 2011 and amended on May 15, 2012 as an implementation of the Trails Plan.

Public involvement specific to the current proposal includes:

- The route of the proposed trail is recommended in the *Flathead County Trails Plan*, a comprehensive trails master plan, adopted October 12, 2010, the drafting of which included substantial public input via numerous publicly noticed scoping sessions, workshops, and meetings throughout the county and within 'the Canyon' area between the communities of Hungry Horse and West Glacier.
- Seeking to use available CTEP allocation for implementing additional pedestrian and bicycle facilities, on July 1, 2012 Flathead County initiated a publicly noticed 3-month submittal period for new project proposals based on the procedures outlined in the adopted *Flathead County CTEP Administrative Policies*. Five separate newspapers circulating throughout Flathead County were notified of the submittal period for new project proposals on June 29, 2012 and amongst other articles the Daily Interlake, a mainstream local newspaper, published a related news article on August 2, 2012.
- In response to the County's request for proposals, four projects were proposed including the 'Gateway To Glacier' project. Valerie Parsons, representing the *Gateway To Glacier* non-profit group (local sponsor), prepared and submitted a draft proposal for the current proposed path on October 1, 2012.

- Per the methodology established in the *Flathead County Trails Plan* and the *Flathead County CTEP Administrative Policies*, the Flathead County Parks Board evaluated and ranked the submitted proposed projects and provided a recommendation to the Flathead County Board of Commissioners on December 3, 2012 to select this project for development using the balance of available Flathead County CTEP allocation.
- Prioritization and acceptance of this project proposal by Flathead County for receiving of the County's available balance of CTEP allocation occurred during a legally noticed public meeting conducted by the Flathead County Commission on December 11, 2012.
- Since 2011, the *Gateway To Glacier* group has been involving community organizations, schools, and area citizens in activities intended to promote awareness of the trail project objectives, have organized and held many publicly advertised fundraisers, and have met with property owners, organizations and businesses along and near the proposed route to inform them of the trail and gain their support. As a result of their dedicated efforts, the *Gateway To Glacier* group has garnered outstanding support for this project as evidenced by their fundraising success to date (see attached financial information).
- This application was prepared and forwarded to Flathead County Board of Commissioners for their approval at a publicly noticed agenda item prior to submittal to CTEP Bureau of Montana Department of Transportation.

## **6. Project Description**

The project is intended to design and construct a separated 8-foot wide paved trail for approximately 6.8 miles along the west/north side of U.S. Highway 2 from Seville Lane in Coram eastward to Going To The Sun Road in West Glacier (see attached Maps #1-5). There would be paved and crossings of nine side roads and several driveway crossings. The project would be designed to comply with applicable Americans With Disabilities Act (ADA) requirements.

The project would be constructed on relatively flat and open ground within the highway right-of-way. The soils appear to be predominantly comprised of glacial till and sandy loams and there are a few areas where existing highway fill and road-cuts may present design challenges.

## **8. Right of Way Requirements & Easements**

This path project is intended to be situated entirely within the existing U.S. Highway 2 right-of-way, and a September 27, 2012 letter from Ed Toavs indicates MDT is amenable to the concept of the project being situated within the highway right-of-way on the state property (see attached letter). If design dictates deviation from the anticipated route within the right-of-way, those sections of project would occur within existing or to-be-dedicated public access easements. All easements necessary or preferred to be obtained would be pursued as donations without compensation and easement acquisition will comply with applicable CTEP program requirements.

## 12. Project Location Map

Figure 1 - Project overview Map 1

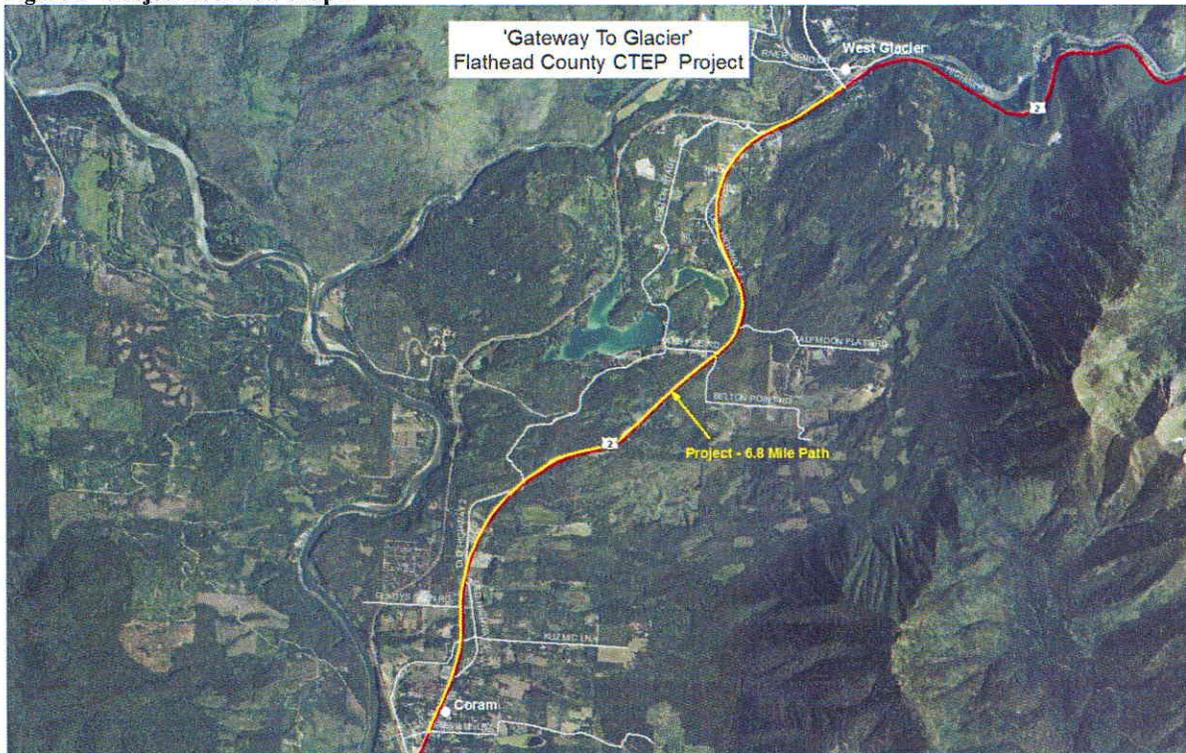
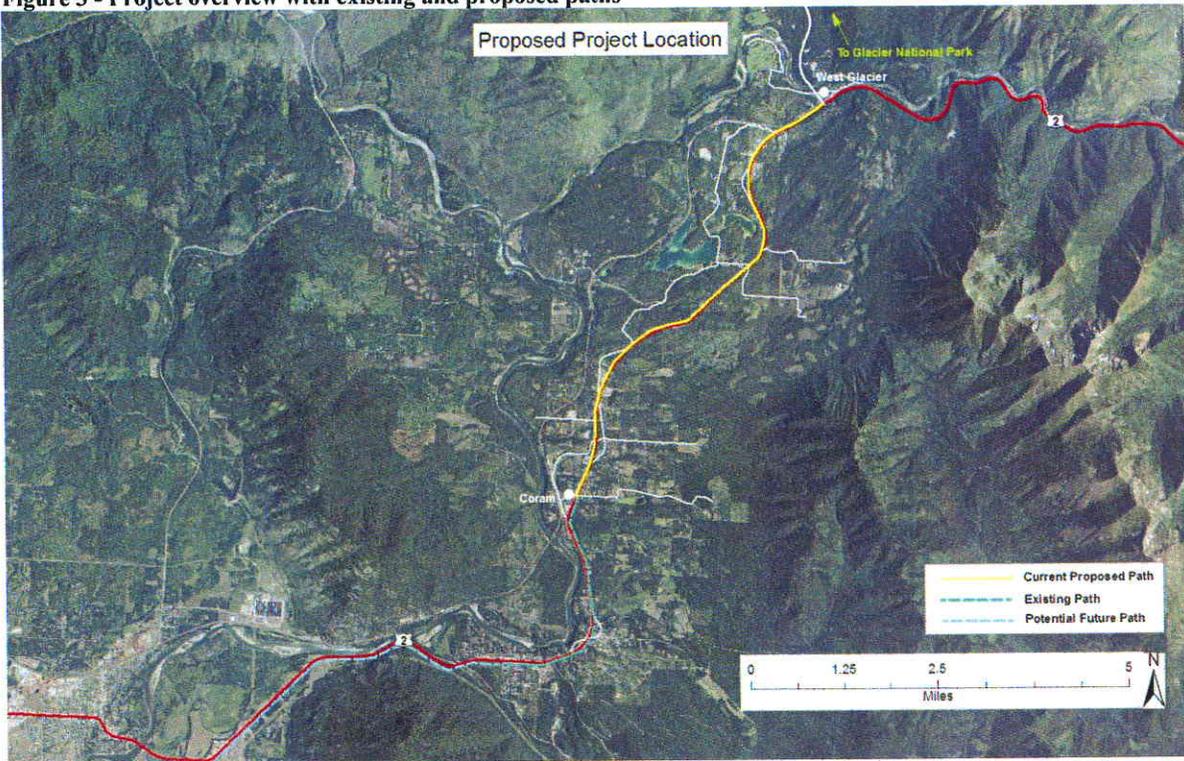


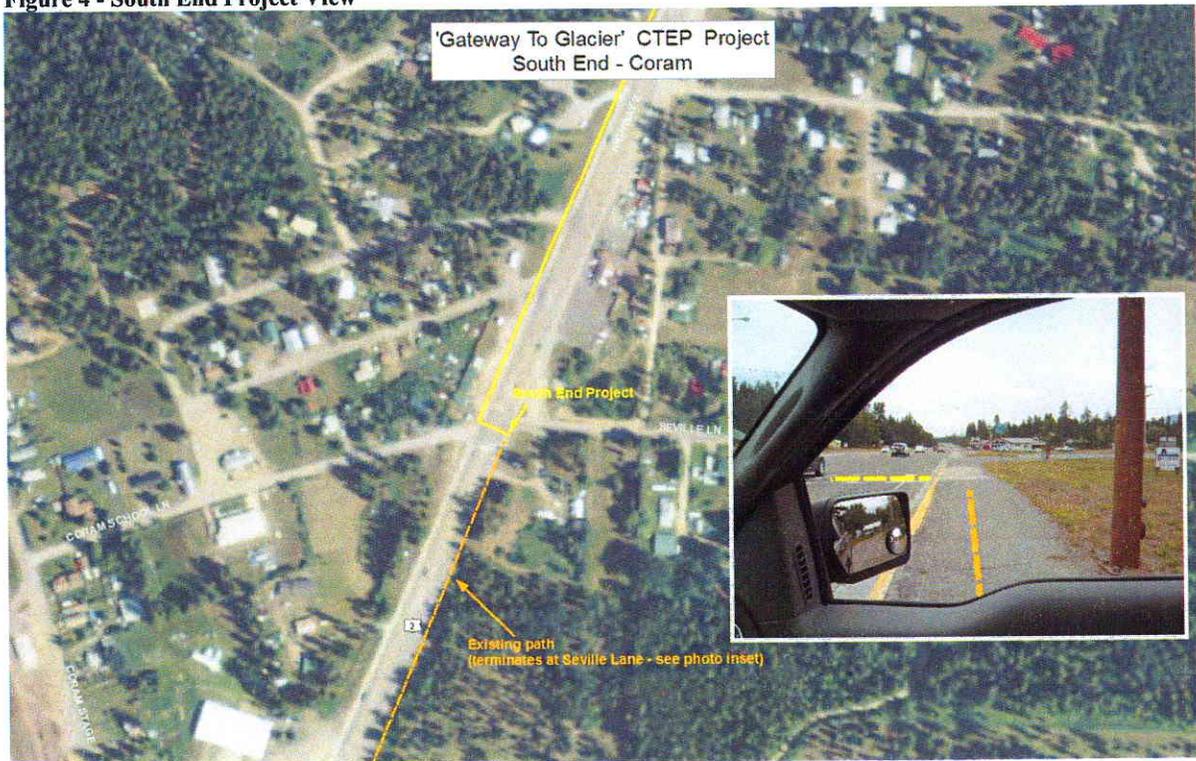
Figure 2 Project overview with area towns



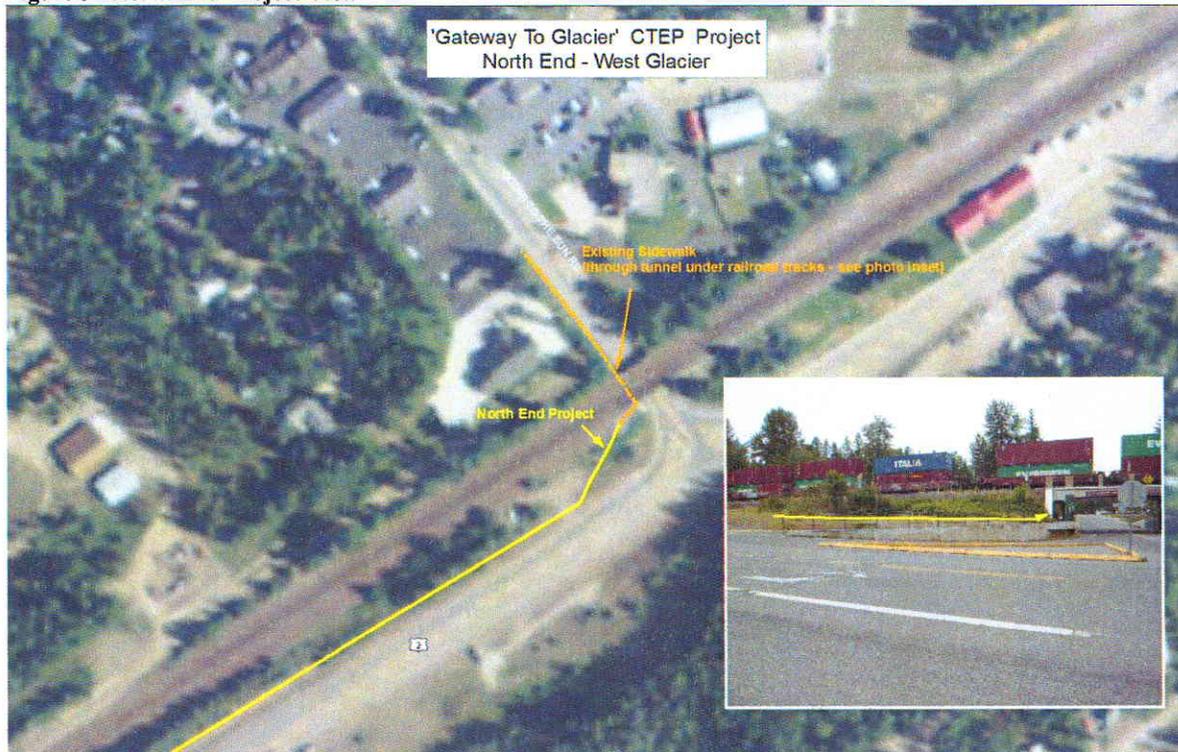
**Figure 3 - Project overview with existing and proposed paths**



**Figure 4 - South End Project View**



**Figure 5 - North End Project View**



## **16. Project Cost Estimate**

The remaining available balance of unencumbered Flathead County CTEP allocation (\$918,318.00) is intended to be directed to the project to account for the applicable 'indirect costs rate', and then 86.58% of allowable costs for design and construction. Assuming the current 'indirect costs rate' of 9.12% remains stable, approximately \$83,750 of allocation will be used to account for the applicable requirements related to 'indirect costs', resulting in approximately \$834,568.00 of allocation remaining available to pay toward 86.58% of allowable project costs incurred.

Sitescape Associates has provided a preliminary construction cost estimate of approximately \$778,345 (see Figure 6), based upon length of the project and conditions encountered along the route. Representing a 'starting point', the estimate is based upon an 8-foot wide asphalt path and does not include costs associated with actual preliminary and construction engineering. The costs indicated on the application for Preliminary Engineering (PE) and Construction Engineering (CE) are an estimation for total engineering costing approximately 12% of construction costs (IDC), and when added to the estimated construction cost (CN) the total estimated project cost exceeds available allocation after deducting IDC. In the event project costs would exceed the approved budget and/or available allocation for the project, Flathead County would opt to adjust the physical scope of the project and therefore requests the text of the 'Project Specific Agreement' contain language allowing flexibility to constrain physical scope if needed.

Figure 6 - Estimated Construction Cost

Item	Construction Material Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization, Bonding, Submittals and Permits	Lump Sum	LS	1	\$ 7,500.00
2	Total excavation for trail, removal or export	8,500.00	CY	\$ 5.00	\$ 42,500.00
3	Total Pit Run Select Fill	600.00	CY	\$ 15.00	\$ 9,000.00
4	Total imported 3/4" minus base course, 6"	5,550.00	CY	\$ 30.00	\$ 166,500.00
5	Total Asphalt Paving @ 2" thick, 8.0'	29,511.00	SY	\$ 13.00	\$ 383,643.00
<b>Sub-Total</b>					\$ 609,143.00
6	Finish grade, Dryland Grass Hydro-seed	332,000.00	SF	\$ 0.12	\$ 39,840.00
7	Topsoil for seeded areas	1,968.00	CY	\$ 15.50	\$ 30,504.00
8	Storm Drain Structures				
	12" CMP w/flared ends	600.00	LF	\$ 15.00	\$ 9,000.00
9	Pedestrian/Bicyclist Warning Signs (Traffic Control)				
	Sign Post Installations	120	EA.	\$ 100.00	\$ 12,000.00
	Signs (sign faces)	120	EA.	\$ 50.00	\$ 6,000.00
10	Pavement Striping	3,600	LF	\$ 0.83	\$ 2,988.00
11	Steel Removable Bollards	50	EA.	\$ 300.00	\$ 15,000.00
12	48" Wood Guard Rail	190	LF	\$ 38.00	\$ 7,220.00
13	Segmental Concrete Retaining Walls	1,200	SF	\$ 30.00	\$ 36,000.00
14	Boulders, Material and Installation	70	EA.	\$ 45.00	\$ 3,150.00
<b>Sub- Total</b>					\$ 161,702.00
15	Traffic Control	Lump Sum	LS		\$ 2,000.00
16	Construction Staking	Lump Sum	LS		\$ 4,000.00
17	Compaction Testing	Lump Sum	LS		\$ 1,500.00
<b>Sub-Total</b>					\$ 7,500.00
<b>Grand Total:</b>					<b>\$ 778,345.00</b>

prepared by Sitescape Associates, 7-1-2012

Local Match

While local match has been anticipated to be achieved primarily by fund raising efforts of the Gateway To Glacier group serving as the 'local sponsor' for the project, Montana Department of Transportation (MDT) personnel have indicated to Flathead County that MDT will provide the local match for this particular project (see attached email correspondences). As the *Gateway To Glacier* group has been actively raising money toward the 13.42% local matching fund portion, the earned money is anticipated to be put toward applicable requirements for future maintenance of the project as outlined in the *Flathead County CTEP Administrative Policies*, effective May 15, 2012.

## 18. Project Maintenance

Intended to provide a wide array of trail functions which are pertinent primarily during the summer months correlating with the peak summer tourism season in Flathead County, the trail project is not presently planned to be plowed in the winter. Particular conditions of the project setting will likely contribute to specific maintenance needs to be addressed on an annual basis.

Flathead County is accountable and responsible for the long-term maintenance of this trail facility. Pursuant to the *Flathead County CTEP Administrative Policies*, effective May 15, 2012, a project maintenance fund account is required to be established for the project prior to signing of the Project specific Agreement by the Board of Commissioners (local entity). The purpose of the project maintenance fund is to generate revenue off the principal amount for routine maintenance of the project and for the principal to be available as needed over time for larger trail expenditures such as crack or pothole filling, sealing, etc. The required seed amount for this project's maintenance fund account is \$58,494.00 (50% of estimated matching funds based on cost estimate for design and construction), and the *Gateway To Glacier* group has earned sufficient money for this purpose through its dedicated and successful fundraising efforts (see attached financial documentation).

### Photographs:

Photo 1: South end of project looking north from the north end of existing path at Seville Lane



**Photo 2: Typical Section looking north at Old Highway 2 (South end)**



**Photo 3: Atypical Section looking south at Gladys Glen Road**



**Photo 4: Typical Section looking north at Belton Point Road**



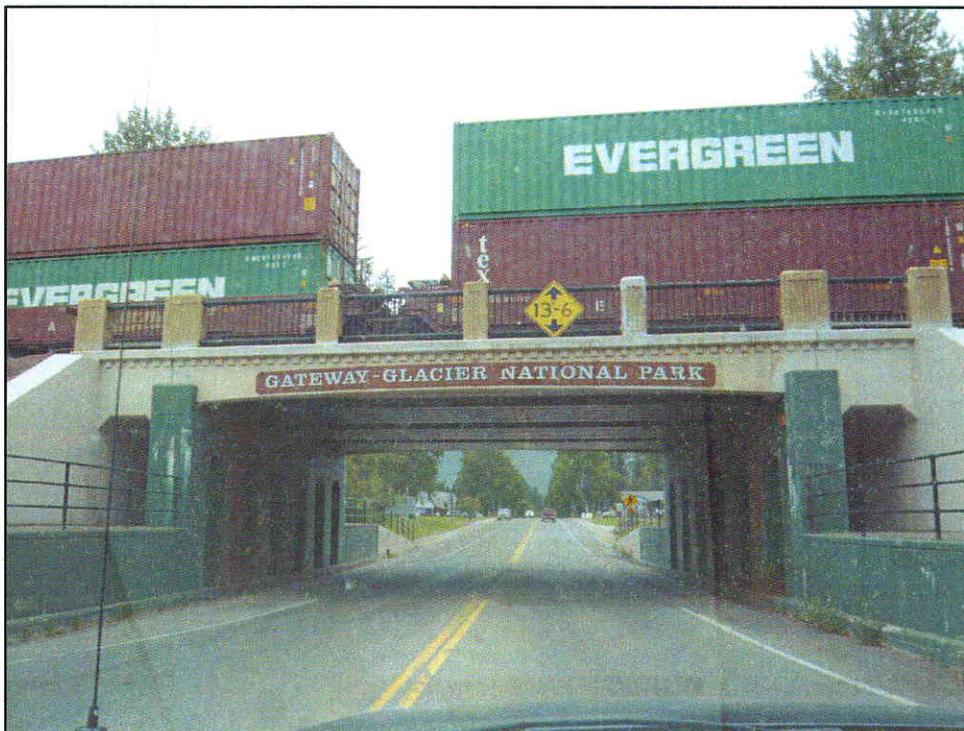
**Photo 5: Typical Section looking north at Half Moon Flats Road**



**Photo 6: Typical Section looking south at Belton Stage Road**



**Photo 7: North end of project at entrance to West Glacier**





Missoula District Office  
2100 W Broadway  
PO BOX 7039  
Missoula MT 59807-7039

September 27, 2012

Flathead County Planning Department  
Attn: BJ Grieve – Planning Director  
1035 1<sup>st</sup> Ave. West  
Kalispell, MT 59901

Subject: Trail Proposal US 2 MP 146 to MP 153

BJ

Last year, I was contacted by Valerie Parsons from the Glacier Gateway Group who is interested in seeing a separated trail built along US 2 from Coram to West Glacier. MDT personnel conducted a field review with Ms. Parsons to visually see what may be proposed on state property in the future.

This week, I visited with Ms. Parsons concerning this subject as she stated her group will be submitting a trail proposal at the subject location for consideration. The purpose of this letter is to state MDT has no issue with the concept of such a trail being built on state property at the subject location.

Should such a concept become reality through the accumulation of required funding, all necessary criteria must be met prior to any facilities constructed on state property. These criteria include but are not limited to design standards, environmental requirements, and long term maintenance responsibilities to name a few.

In conclusion, MDT has no issue with the concept of a proposed trail along this stretch of US 2. If you have any questions, feel free to give me a call at 523-5800.

Sincerely,

Ed Toavs, P.E.  
Missoula District Administrator

copies: Gary Engman, Kalispell Maintenance Chief - MDT  
Breta Duncan, Kalispell Office Engineer - MDT



## Alex Hogle

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**From:** Wherley, Michael <mwherley@mt.gov>  
**Sent:** Thursday, May 16, 2013 11:05 AM  
**To:** Stack, Shane; Alex Hogle  
**Cc:** Toavs, Ed; Kailey, Dwane  
**Subject:** RE: Flathead County CTEP Project

This is all good news – I did speak to Dwane and answered a couple of questions he had. The next step is for Flathead County to submit a project application and we will then incorporate the financial/match arrangement in the project specific agreement (PSA).

Alex – in the application, go ahead with showing state funding for the local match.

Let me know if anyone has questions.

Mike W.  
MDT CTEP

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**From:** Stack, Shane  
**Sent:** Thursday, May 16, 2013 10:57 AM  
**To:** [ahogle@flathead.mt.gov](mailto:ahogle@flathead.mt.gov); Wherley, Michael  
**Cc:** Toavs, Ed; Kailey, Dwane  
**Subject:** Flathead County CTEP Project

Alex and Mike

Ed and I had a conversation with Dwane Kailey, and he agreed that we could spend state dollars for the match on Flathead County's CTEP dollars, so let's move forward with that project with the goal of getting the path built from Coram to West Glacier.

Mike, it sounds like Dwane was going to visit with you on the topic just to make sure we have all our ducks in a row.

Alex, go ahead and move forward with the application. Gary Danzig with the USFS has been interested in the project and just requested that we keep him in the loop and allow for review of the plans. I don't have a problem with that, but we should try to limit scope creep if at all possible.

Ed and Dwane, thanks for supporting the concept and approving the state funds. I know the locals appreciate the support. I think this is a project that is supported by many and MDT can get some positive feedback from the public on this.

Shane Stack  
Montana Department of Transportation  
Missoula District Preconstruction Engineer  
(406) 523-5830  
[sstack@mt.gov](mailto:sstack@mt.gov)

## Alex Hogle

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**Subject:** CTEP Coram - West Glacier Project Funding  
**Location:** Conference Call

**Start:** Thu 5/16/2013 8:30 AM  
**End:** Thu 5/16/2013 9:30 AM

**Recurrence:** (none)

**Meeting Status:** Not yet responded

**Organizer:** 'Stack, Shane'

Greetings

I am scheduling a meeting to discuss the potential for using state funds for a CTEP project on US2 between Coram and West Glacier.

The county has CTEP funds available and a local group has raised in the area of \$70,000 to \$80,000 to fund a match. They needed more to cover not only the match but future maintenance costs. In order to expedite the project, I am proposing to fund the match with state funding, and allow the locals to pay for the maintenance cost that the county is requesting.

Please simply call in to the conference number below. You don't need to use the link, however if we need it during the call we can certainly use it.

If I have missed someone that should attend, please invite them.

Shane

1. Please join my meeting.

<https://www1.gotomeeting.com/join/127450153>

2. Join the conference call:

Dial +1 (213) 493-0622

Access Code: 127-450-153

Audio PIN: Shown after joining the meeting

Meeting ID: 127-450-153



GLACIER BANK

Account: FREE BUS 0001 Time: 10/1/2012 9:46:16 AM

Date	Ref Check No	Description	Debit	Credit	Balance
10/01/2012		VTXTLR DWR01007		1,200.00	55,330.98
10/01/2012		VTXTLR DWR01156		5,000.00	54,130.98
09/26/2012	View Image	DDA REGULAR DEPOSIT		5,690.00	49,130.98
09/26/2012	View Image	DDA REGULAR DEPOSIT		5,000.00	43,440.98
09/25/2012	View Image	DDA REGULAR DEPOSIT		12,000.00	38,440.98
09/25/2012	View Image	DDA REGULAR DEPOSIT		4,088.38	26,440.98
09/21/2012	1049	CHECK 1049	(1,834.40)		22,352.60
09/21/2012		TRANSFER PAYPAL 5DW2269KDNFDU PPD		296.79	24,187.00
09/20/2012	View Image	DDA REGULAR DEPOSIT		699.69	23,890.21
09/19/2012		VERIFYBANK PAYPAL 415DW2222BMSJPL PPD	(0.14)		23,190.52
09/19/2012		VERIFYBANK PAYPAL 215DW2222BMSJPL PPD		0.09	23,190.66
09/19/2012		VERIFYBANK PAYPAL 115DW2222BMSJPL PPD		0.05	23,190.57

Total Debits:	(\$1,834.54)	Total Credits:	\$33,975.00
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Glacier Bank Balance 10/1/12 55,330.98  
 Cinnabar Pledge (will receive 1<sup>st</sup> week of Oct. 12) 3,000.00  
 Adventure Cycling Association 1,000.00  
 \$ 59,330.98

Submitted by:  
 Valerie Parsons  
 Chair of Gateway to Glacier Trail  
 Valerie Parsons  
 10/1/12

OCT - 1 2012