



BOARD OF ALDERMEN
Work Session Agenda
CITY OF PARKVILLE, MISSOURI
Tuesday, March 5, 2024 5:00 PM
City Hall Board Room

1. GENERAL AGENDA

- A. Google Fiber Project Update
- B. Review grant opportunities to support a planning/feasibility study for the BNSF railroad realignment project and wayside horn implementation at the downtown railroad crossings (Community Development)

2. ADJOURN

CITY OF PARKVILLE

Policy Report

Date: February 28, 2024

Prepared By:

Daniel Harper, Public Works Director

Reviewed By:

Alexa Barton, City Administrator

ISSUE:

Google Fiber Project Update

BACKGROUND:

Google Fiber is expanding their network into Parkville in 2024. This expansion is expected to bring an additional fiber provider for residents. The project involves the installation of fiber distribution lines, vault boxes, and connections to homes and businesses. Construction is anticipated to occur throughout most of 2024 and will impact nearly every street throughout the city.

BUDGET IMPACT:

This project does not have a direct cost to the City. Right-of-way (ROW) permit fees will be collected throughout the project to account for the staff time and resources used on the plan review, inspection, and resolution of issues pertaining to ROW permitting.

ALTERNATIVES:

1. Provide direction for staff on concerns related to the project.
2. Postpone the item.

STAFF RECOMMENDATION:

Staff recommends the Board of Aldermen provide staff direction and concerns regarding the expansion of Google Fiber into Parkville.

ATTACHMENTS:

None

CITY OF PARKVILLE Policy Report

Date: February 28, 2024

Prepared By:

Stephen Lachky, Community Development Director

Reviewed By:

Alexa Barton, City Administrator

ISSUE:

Review grant opportunities to support a planning/feasibility study for the BNSF railroad realignment project and wayside horn implementation at the downtown railroad crossings (Community Development)

BACKGROUND:

Burlington Northern Santa Fe (BNSF) Railway Company is the largest freight railroad network in North America, operating 32,500 miles of Class I railroad track in 28 states across the United States, including a railroad track through Parkville. The route has upwards of 36 trains per day traveling it and over the years, the location of the railroad tracks through downtown Parkville has had negative impacts and issues, including significant horn and train noise, vibration, and blocking access in and out of English Landing Park and English Landing Center.

BNSF RAILROAD REALIGNMENT CONCEPT:

Within the downtown business community, a couple of property owners prepared a solution to move the railroad tracks south of the City's municipal parking lot and English Landing Center. In conjunction with the *Parkville Regional Multi-Modal Access and Livable Community Study (2013)*, a consultant team led by TranSystems explored the concept, evaluated a couple of options and included costs. They ultimately determined the cost for relocating the railroad tracks to be very high due to extensive environmental review and construction costs (in excess of \$100 million), while also having the potential for numerous negative impacts to English Landing Park; therefore, the *Parkville Regional Multi-Modal Access and Livable Community Study (2013)* did not recommend the City to pursue this concept.

Despite this, the local property owners who prepared the original concept continued to request additional study of the concept. As a result, the following year, a consultant team from Ochsner Hare & Hare explored the concept via the *Vision Downtown Parkville (2014)* plan, an appendix to the City's master plan. Using the railroad's minimum design standards, the consultant team produced the following concept and listed both positive and negative impacts:



Fig. 3.95 – Railroad Relocation/Redevelopment Concept

Positive Impacts

- Relocation of railroad tracks further from the downtown core helps to address noise and vibration issues. Noise issues continue to exist if a quiet zone is not installed through downtown.
- If the Railroad determines that a double track is going to be constructed, this would move the extra railway activity away from the downtown core.
- The limiting of access to the municipal parking lot and English Landing Center when trains are running is eliminated. Full park access continues to be an issue.
- The potential of reorganizing traffic to address the offset of 1st Street and Mill Street/FF Highway in Downtown becomes possible.
- A potential new alignment of Mill Street could connect with the signalized entry at Park University on Route 9.
- New redevelopment opportunities may exist along reorganized circulation routes.
- The railway could be a potential flood control measure for minor flood events, but would not prevent events that would top the current elevation of the railroad tracks.

Negative Impacts

- Relocation of the tracks would route the railway directly through English Landing Park. This would bisect the park, reducing the size of the park and its basic character and nature.
- Grading operations to relocate the tracks would destroy a significant number of existing trees.
- Relocation of the track would significantly impact or eliminate facilities in the park.
- The track would remain at its current elevation, resulting in an approximate 9 foot elevation change from the top of the tracks to the lower elevation of the park. This would have the corresponding side slopes, further widening the impacted area.
- Significant impact to the visual and physical connections to the Missouri River would occur as well.

- Current views from Route 9 are over tracks and to the park and the Missouri River. In the concept, views would be across a narrow park, then to a railroad berm, which would then obstruct some views of the river.
- Relocation would create two narrow linear parks on each side of the east-west tracks instead of the larger contiguous park space that exists today. This would reduce the programmability, usability, and variety of potential park uses.
- An at-grade crossing still exists south of English Landing Center that will continue to limit access to the baseball field, half of the redesigned park, and all of Platte Landing Park.
- The railroad does not have interest or desire in having their track and berm become a flood control dike. Any flood control measures, armoring, protection, etc. would be the responsibility of the City and so would the maintenance of those.
- Significant impacts on the floodway will occur with the relocation, which will require significant regulatory review.
- The estimated costs for relocation of only the railroad berm and new tracks is \$6-8 million, which does not include the relocation or development of new roads and stream crossings, demolition of existing railroad, intersection improvements, Route 9 improvements, relocation of the current sewer pump station, acquisition and right-of-way costs, park redesign and construction, additional grading to match surrounding grades, stream crossings or road crossings, attorney fees, design fees, and other miscellaneous items.

Proponents of the relocated railroad track concept were small, but vocal. The majority of community input the consultant team from Ochsner Hare & Hare received was not supportive of the concept due to cost, impacts on English Landing Park, and lack of assurance that relocation would guarantee elimination of train noise. Although the concept could have a positive impact on the downtown commercial core and be financially beneficial for some property owners, the relocation was not recommended. *Vision Downtown Parkville (2014)* states, “*With the negative impacts to English Landing Park, the cost of executing the relocation, the unknown costs, the lack of full community support, and the floodway impacts, it is our recommendation to not pursue this concept. Resources would be better utilized by pursuing other solutions to reduce train noise and reduce traffic conflicts, as well as implementing other recommendations to improve Downtown as outlined in the Master Plan.*”

BNSF RAILROAD REALIGNMENT GRANT OPPORTUNITIES:

On August 17, 2023, City staff and a couple of downtown Parkville property owners convened a meeting with BNSF staff to explore the railroad realignment project. At the meeting, Sheryl Townlian (Assistant Director, South, BNSF) and Kara Brockamp (Manager Public Projects, BNSF) advised the City to first pursue a planning/feasibility study for the realignment project prior to pursuing grant funding for construction/implementation. They both recommended pursuing Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program and Railroad Crossing Elimination (RCE) Program grant funding when available.

On February 6, 2024, BNSF’s Public Projects and Infrastructure and Investments Team provided an upcoming public notice of funding opportunity announcement for FY 2023-2024 CRISI and RCE grant funding, which require a 20% local match commitment from eligible applicants. BNSF expects the notice to be announced in March 2024 with a 60-day timeframe for applications to be submitted. Note: If the City pursues CRISI and RCE grant funding for the BNSF railroad realignment project, it will compete for funding against other City initiatives such as the wayside horn implementation project.

The Mid-America Regional Council (MARC) plans to issue a 2024 Call for Projects for Planning Sustainable Places (PSP) Program funding later this year, which also includes a 20% local match commitment from eligible applicants. MARC staff has stated that the BNSF railroad realignment project would be eligible for PSP funding if the concept were to improve transportation connectivity and/or safety. Note: If the City pursues PSP grant funding for the BNSF railroad realignment project, it will compete for funding against other City initiatives such as the Bell Road Connector Study to examine an east-west roadway connection between NW Bell Road and Route 9.

DOWNTOWN WAYSIDE HORNS PROJECT:

Throughout 2022, the City held several work sessions to review the process for establishing a quiet zone in downtown Parkville. This ultimately led to the execution of a preliminary engineering services agreement with BNSF Railway Company in the amount of \$16,315 for the Quiet Zone Project to initiate the process for implementing quiet zone infrastructure. The purpose of the diagnostic review/assessment was to bring multiple parties together to examine the existing conditions of the railroad crossings, associated risk document immediate safety concerns and future infrastructure considerations for improvement prior to any Notice of Intent (NOI) for implementation of quiet zone or wayside horn infrastructure.

On November 1, 2022, representatives from the City, BNSF, Missouri Department of Transportation and Benesch (BNSF's third-party consultant) conducted an assessment at the Main Street and East Street intersections with the railroad tracks. Representatives from the Federal Railroad Administration (FRA) were also involved. At the diagnostic review/assessment, the consensus from all parties involved was that wayside horn infrastructure would be the most suitable option for reducing the volume of locomotive horn noise at the railroad crossings through downtown Parkville.

Wayside horns replace the noise from train horns (the overall sound is greatly reduced) and are positioned at railroad crossings to direct sound down the road. When a train approaches, the wayside horn activates and directs sound down the road. In order to utilize wayside horns, railroad crossings must still have flashing lights, gates, constant warning time devices and power out indicators. While wayside horns do not eliminate warning noise, they are less costly and there is a reduction of noise over what is currently required by trains when approaching crossings.

Now that the diagnostic review/assessment has been completed, the next step is for the City to secure funding and issue a "NOI" to BNSF and FRA and a Request of Qualifications for construction services for the quiet zone improvements. Once a contractor has been selected, the final step is for the City to enter into an agreement with BNSF for the construction and maintenance of the improvements in BNSF right-of-way.

DOWNTOWN WAYSIDE HORNS GRANT OPPORTUNITIES:

Earlier this year, staff reached out to BNSF to see if funding under the CRISI or RCE programs was eligible for wayside horn implementation. Jeremy Wegner (Manager Public Infrastructure & Investments, BNSF) stated he believes they are eligible under both programs and suggested that staff reach out to FRA for verification (*staff has reached out to our FRA contact and are awaiting a response*).

On February 6, 2024, BNSF's Public Projects and Infrastructure and Investments Team provided an upcoming notice of funding opportunity announcement for FY 2023-2024 CRISI and RCE grant funding, which require a 20% local match commitment from eligible applicants. BNSF expects the

notice to be announced in March 2024 with a 60-day timeframe for applications to be submitted.
Note: If the City pursues CRISI and RCE grant funding for the wayside horn implementation project, it will compete for funding against other City initiatives such as the BNSF railroad realignment project.

BUDGET IMPACT:

At the August 17, 2023, meeting with BNSF, Sheryl Townlian (Assistant Director, South, BNSF) and Kara Brockamp (Manager Public Projects, BNSF) estimated a planning/feasibility study for the railroad realignment project to cost upward of \$200,000. For this cost estimate, the City's local match requirement would be \$40,000.

In December 2023, Garver (the City's on-call transportation engineering consultant) estimated it would cost the City \$270,000 for each of the two railroad crossings (totaling \$540,000) to construct/implement wayside horns in downtown. The City would also be responsible for ongoing maintenance of the wayside horn system, which are approximately \$5,000 a year. For this cost estimate, the City's local match requirement would be \$108,000.

ALTERNATIVES:

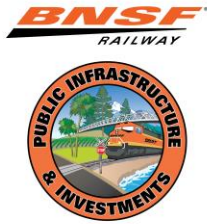
1. Review grant opportunities.
2. Provide staff direction to pursue grant opportunities for either:
 - a. BNSF railroad realignment project; and/or
 - b. Wayside horn implementation.
3. Have staff conduct additional research.
4. Postpone the discussion.

STAFF RECOMMENDATION:

Staff recommends the Board of Aldermen provide staff direction to pursue grant opportunity(ies) due to the upcoming FRA Notice of Funding Opportunity and 2024 MARC Call for Projects.

ATTACHMENTS:

1. Notice of Funding Press Release
2. CRISI Program
3. RCE Program



BIP BRIDGE INVESTMENT PROGRAM: LARGE BRIDGE, BRIDGE, AND PLANNING FHWA GRANT OPPORTUNITY	CRISI CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS PROGRAM FRA GRANT OPPORTUNITY	RCE RAILROAD CROSSING ELIMINATION PROGRAM FRA GRANT OPPORTUNITY
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Local Communities and Agency Leaders,

BNSF Railway’s Public Projects and Public Infrastructure and Investments teams are ready to explore opportunities to partner with you on Bridge Investment Program (BIP), Railroad Crossing Elimination (RCE), and Consolidated Rail Infrastructure and Safety Improvements (CRISI) federal funding opportunities that have the potential to deliver mutually beneficial projects throughout the 28-state BNSF network. Our program highlights are developed to help navigate and decode the process to apply for grant funding with multimodal transportation projects that interface with the BNSF network.

BIP FY 2023-2026 – December 20, 2023, Notice of Funding Opportunity Release

The BIP FY 2023-2026 Notice of Funding Opportunity (NOFO) provides \$9.62 billion in funding from the U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA). The BIP funds projects that improve the safety, efficiency, and reliability of the movement of people and freight over bridges. This program focuses on existing bridges listed on the National Bridge Inventory in poor condition or at risk of falling into poor condition in the U.S. Planning applications for FY 2023 and 2024 are due February 19, 2024, and Bridge applications for FY 2023 and 2024 are due March 19, 2024. Applications for Large Bridge projects closed in December 2023, but funding will be available for the next grant cycle anticipated in Q3/Q4 of 2024. Please see the grant overview for more details.

Upcoming Notice of Funding Opportunity Announcements

The RCE program NOFO for FY 2023 is anticipated this Spring and will provide funding to projects that eliminate railroad crossings with safety risks and promote safety and efficiency of the national rail network. The BNSF network includes more than 16,600 crossings that are eligible for funding with partnering agencies. Please see the grant overview for more details.

The CRISI program NOFO for FY 2023 and 2024 is anticipated in March with 60 days for applications and will provide funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. Please see the grant overview for more details.

Please reach out to us directly at grantsupport@bnsf.com to learn more about our process and how we collaborate with communities and networks across the country. We look forward to exploring opportunities to partner with you.

The BNSF Public Infrastructure and Investments Team

Briana, Jeremy, and Michael

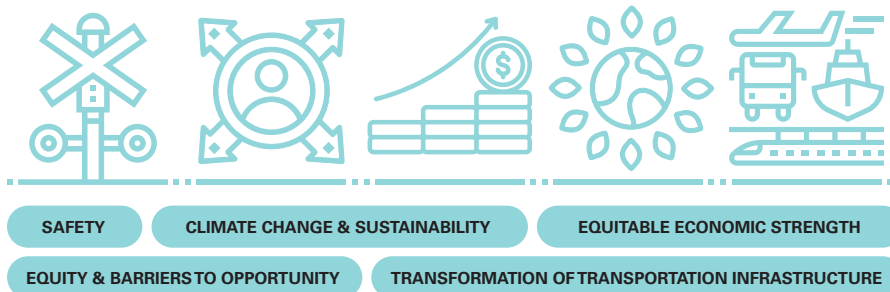
CRISI

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS PROGRAM

Next opportunity anticipated March 2024.

ADMINISTERED BY: FEDERAL RAILROAD ADMINISTRATION (FRA)

The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, administered by the Federal Railroad Administration (FRA), seeks to invest in a wide range of projects to improve railroad safety, efficiency, and reliability; mitigate congestion at intercity passenger and freight rail chokepoints to support more efficient travel and goods movement; enhance multimodal connections; and lead to a new or substantially improved intercity passenger rail transportation corridors.



ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the CRISI program; however, they may partner with eligible applicants – as Project Partners – to pursue funding for projects.

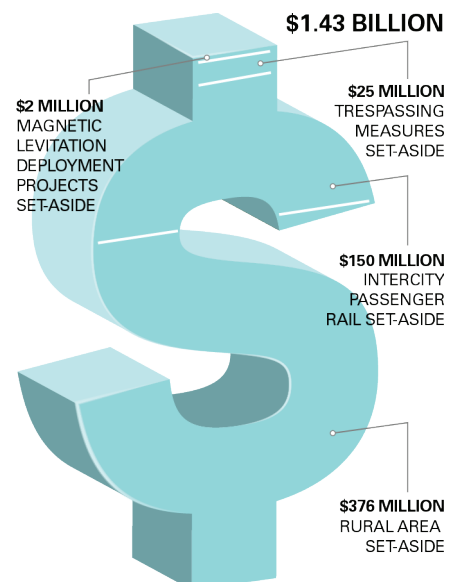
- State (including the District of Columbia) or group of states
- Interstate compact or a public agency or publicly chartered authority established by one or more States
- Political subdivision of a State
- Amtrak or another rail carrier that provides intercity rail passenger transportation
- Class II railroad or Class III railroad or an association representing railroads
- Federally recognized Indian Tribe
- Rail carrier or equipment manufacturer in partnership with at least one of the entities above
- Transportation Research Board and any entity with which it contracts
- University transportation center engaged in rail-related research
- Non-profit organization representing employees of rail carriers or contractors



BNSF PII

BNSF Railway's Public Infrastructure and Investment (PII) team is committed to building strong partnerships that maximize the impact of funding opportunities. As Project Partners, we can collaborate to help secure funding that drives positive change and progress for communities where we work, live, and play.

CRISI



	SYSTEMS PLANNING	PROJECT DEVELOPMENT	
Design	• Projects for eligible rail planning • Technical analyses and associated environmental analyses that support the development of railroad capital plans, state rail plans, regional rail plans, and corridor service development plans • Activities include identification of alternatives, rail network planning, market analysis, travel demand forecasting, revenue forecasting, railroad system design, railroad operations analysis and simulation, equipment fleet planning, station and access analysis, conceptual engineering and capital programming, operating and maintenance cost forecasting, capital replacement and renewal analysis, and economic analysis	• Preliminary Engineering (PE) drawings and specifications (scale drawings at the 30 percent design level, including track geometry as appropriate) • Design criteria, schematics, and/or track charts that support the development of PE • Operations modeling, surveying, project work/management plans, preliminary cost estimates, and preliminary project schedules	
Types of Projects	• Development of railroad capital plans • State rail plans • Regional rail plans and corridor service development plans	• PE drawings and specifications • Operations modeling and surveying • Preliminary cost estimates and project schedules	
	FINAL DESIGN (FD)/ CONSTRUCTION	RESEARCH, SAFETY PROGRAMS AND INSTITUTES	DEPLOYMENT OF MAGNETIC LEVITATION TRANSPORTATION PROJECTS
Design	• Projects for eligible FD and Construction • Project implementation and deployment activities, including equipment • FD must resolve uncertainties or risks associated with design and scope changes	• Projects not falling within Tracks 1-3, or 5 • Workforce development activities, research, safety programs • Initiatives for improving rail safety, training, and trespass enforcement activities	• Projects involving segments of a high-speed ground transportation corridor • Result in an operating transportation facility providing revenue-producing service • Approved by the Secretary based on specific criteria
Types of Projects	• Final design plans and detailed specifications • Updated project schedule, cost estimate, and financing plans • Preliminary design, including PE and any other necessary preliminary design	• Improving rail safety initiatives • Training and preparation of hazardous materials emergency plans • Trespass enforcement activities and outreach campaigns	• High-speed ground transportation corridor segments • Operating transportation facilities providing revenue-producing service • Projects approved by the Secretary

Questions to ask yourself about the project:

Can applicants apply for funding for multiple projects?

Yes, applicants are not limited in the number of projects for which they seek funding.

How does FRA determine if a project is located in a Rural Area?

FRA considers a project to be in a Rural Area if all or the majority of the project, based on the geographic location(s) where the majority of the project funds will be spent, is situated in a Rural Area.

What is the Project Cost Share?

20% funding match for all project types.



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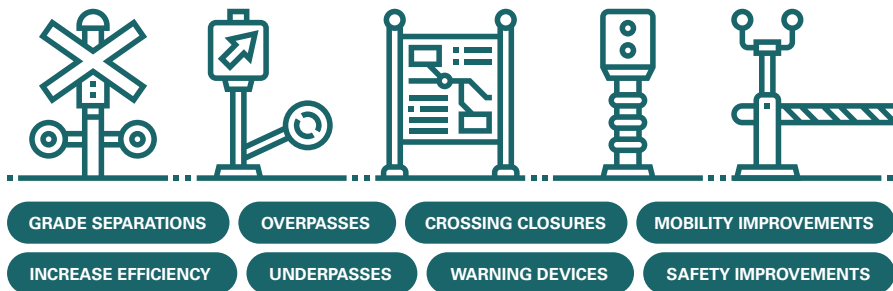
RCE

RAILROAD CROSSING ELIMINATION PROGRAM

Next opportunity anticipated Spring 2024.

ADMINISTERED BY: FEDERAL RAILROAD ADMINISTRATION (FRA)

The Railroad Crossing Elimination (RCE) program seeks to promote the safety and efficiency of the national rail network by providing funding for highway-rail or pathway-rail grade crossing improvements – including projects that focus on safety and mobility enhancements. The RCE program supports the elimination of railroad crossings that pose a safety risk to motorists, pedestrians, and railroad passengers.



ELIGIBLE APPLICANTS

Class I railroads are not eligible applicants under the RCE program; however, they may partner with eligible applicants – as Project Partners – to pursue funding for projects. Applicants may identify grantees selected for Project funding will need to enter into agreements with railroad corridor owners for projects using railroad rights-of-way.

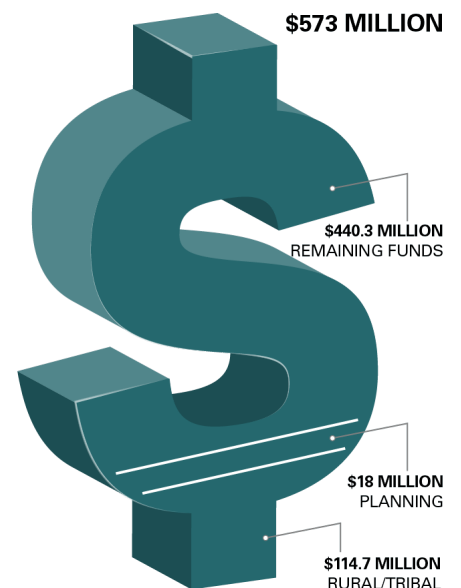
- State governments
- Political subdivisions of states
- Federally recognized Tribal governments
- A unit or group of local government(s)
- A public port authority
- Metropolitan planning organizations (MPOs)
- Any group of entities described above



BNSF PII

BNSF Railway's Public Infrastructure and Investment (PII) team is committed to building strong partnerships that maximize the impact of funding opportunities. As Project Partners, we can collaborate to help secure funding that drives positive change and progress for communities where we work, live, and play.

RCE



PLANNING

\$18 Million

Planning projects include:

- Planning
- Environmental review
- Design of a project

Funding Split \$18 Million

Project Min: N/A

Project Max: \$114.7M/per state*

Funding Ceiling: N/A

Funding Floor: \$18M

*No more than 20% of available funding awarded per state, with exception for Tribal land.

RURAL/TRIBAL

\$114.7 Million

Planning and Implementation projects located in Rural Areas or on Tribal Lands. At least 5% will be available for projects located in counties with 20 or fewer residents per square mile, based on the most recent decennial census information.

- Highway-rail, pathway-rail, or commuter rail at-grade crossing improvements, including elimination or closure
- USDOT grade crossing inventory number must be applicable
- Track relocations resulting in at-grade crossing eliminations or improvements are also eligible

Funding Split \$114.7 Million

Project Min: \$1M

Project Max: \$114.7M/per state*

Funding Ceiling: N/A

Funding Floor: \$114.7M

*No more than 20% of available funding awarded per state, with exception for Tribal land.

REMAINING FUNDS

\$440.3 Million

The remainder of funds will support non-Rural/non-Tribal improvement projects such as Urban projects.

- Highway-rail, pathway-rail, or commuter rail at-grade crossing improvements, including elimination or closure
- USDOT grade crossing inventory number must be applicable
- Track relocations resulting in at-grade crossing eliminations or improvements are also eligible

Funding Split \$440.3 Million

Project Min: \$1M

Project Max: \$114.7M/per state*

Funding Ceiling: \$440.3M

Funding Floor: N/A

*No more than 20% of available funding awarded per state, with exception for Tribal land.

Questions to ask yourself about the project:

Is there potential for corridor improvements?

This could provide more transformational benefits like safety improvements.

How far along are you with NEPA?

Readiness elements can affect which funding category is applicable.

What is the Project Cost Share?

It is a 20% funding match for all project types.



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