City of Hardin

406 North Cheyenne
Hardin MT 59034
(406) 665-9292

Committee Meeting
AGENDA

January 2, 2019
Council Chambers

PUBLIC COMMENT:

- **Law Enforcement** **6:50 p.m.**
    - Contract negotiations

- **Streets & Alleys** **7:10 p.m.**
    - Snow – streets and sidewalks
        - Priority snow route
        - Snow removal

Meeting adjourned at _____P.M

Law Enforcement Increase Proposals

Percentage increases:

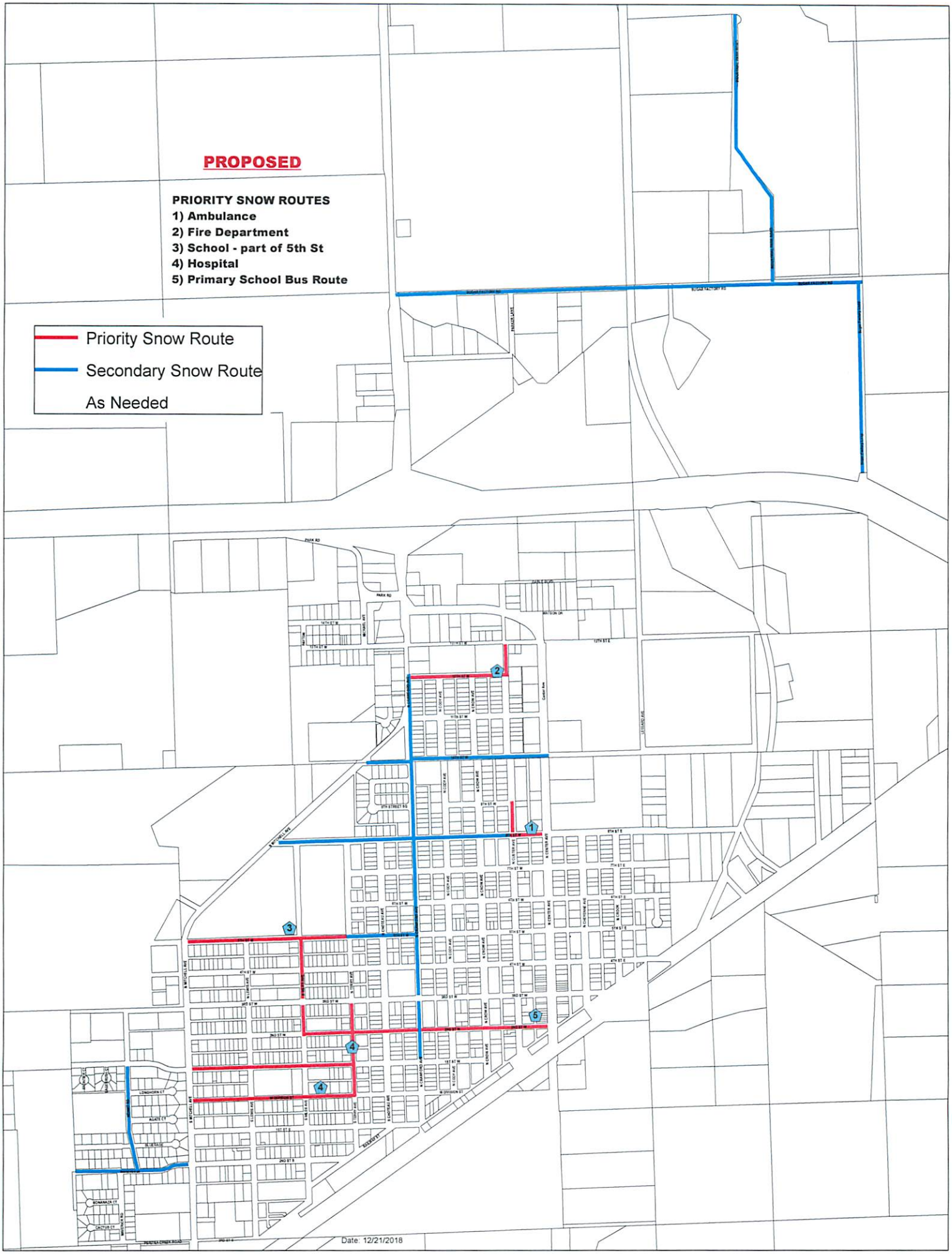
	Amount	1% Increase	Amount of 1% Increase	2% Increase	Amount of 2% Increase	**Big Horn County Proposal** 3% Increase	Amount of 3% Increase
FY 2018	**$ 450,000**						
FY 2019		$ 454,500	$ 4,500	$ 459,000	$ 9,000	**$ 463,500**	**$ 13,500**
FY 2020		$ 459,045	$ 4,545	$ 468,180	$ 9,180	**$ 477,405**	**$ 13,905**
FY 2021		$ 463,635	$ 4,590	$ 477,544	$ 9,364	**$ 491,727**	**$ 14,322**
Total Increase			$ 13,635		$ 27,544		**$ 41,727**
Increase to taxpayers:						**Increase to taxpayers:**	
FY 2019			$ 4,500		$ 9,000		**$ 13,500**
FY 2020			$ 9,045		$ 18,180		**$ 27,405**
FY 2021			$ 13,635		$ 27,544		**$ 41,727**
			$ 27,180		$ 54,724		**$ 82,632**

Flat Amount Increases:

	Amount	$9,000	Amount of Increase	$11,000	Amount of Increase	$13,000	Amount of Increase
FY 2018	$ 450,000						
FY 2019		$ 459,000	$ 9,000	$ 461,000	$ 11,000	$ 463,000	$ 13,000
FY 2020		$ 468,000	$ 9,000	$ 472,000	$ 11,000	$ 476,000	$ 13,000
FY 2021		$ 477,000	$ 9,000	$ 483,000	$ 11,000	$ 489,000	$ 13,000
Total Increase			$ 27,000		$ 33,000		$ 39,000
Increase to taxpayers:							
FY 2019			$ 9,000		$ 11,000		$ 13,000
FY 2020			$ 18,000		$ 22,000		$ 26,000
FY 2021			$ 27,000		$ 33,000		$ 39,000
			$ 54,000		$ 66,000		$ 78,000

from 11/27/18 Committee Meeting:

	Amount	% Increase	Amount of Increase	2nd Scenario	% Increase	Amount of Increase
FY 2018	$ 450,000					
FY 2019	$ 463,500	3%	$ 13,500	463,500	3%	$ 13,500
FY 2020	$ 468,135	1%	$ 4,635	468,135	1%	$ 4,635
FY 2021	$ 472,816	1%	$ 4,681	477,498	2%	$ 9,363
Total Increase			$ 22,816			$ 27,498
Increase to taxpayers:			$ 54,451			$ 59,133


PROPOSED
PRIORITY SNOW ROUTES
1) Ambulance
2) Fire Department
3) School - part of 5th St
4) Hospital
5) Primary School Bus Route
Priority Snow Route
Secondary Snow Route
As Needed
Date: 12/21/2018

AGENDA

The City of Hardin
406 N. Cheyenne Avenue
Hardin, MT 59034

January 2, 2019

MEETING CALLED TO ORDER AT 7:30 P.M.
PLEDGE OF ALLEGIANCE

ROLL CALL: Mayor: _____
Alderpersons: Karen Molina _____ Clayton Greer _____ Tony Maxwell _____
Harry Kautzman _____ Jeremy Krebs _____ Riley Ramsey _____

CONSENT AGENDA:
Council Meeting 12/18 Streets & Alleys 12/18 Claims

PUBLIC COMMENT:

MAYOR:

COMMITTEE REPORTS:

- **Personnel Committee/City Policy**: Mayor
- **Sewer & Water:** Maxwell
- **Law Enforcement:** Ramsey
- **Streets & Alleys:** Kautzman
- **Parks & Playgrounds:** Krebs
- **Finance/Landfill:** Greer
- **Resolution and Ordinances:** Molina

SPECIAL COMMITTEES:

PETITIONS & COMMUNICATIONS:

- Montana Department of Transportation Newsletter

UNFINISHED BUSINESS:

- VFD's – water pump house
- Law Enforcement Agreement
- Snow routes / removal

NEW BUSINESS:

- HB 124/Legislature

STAFF REPORTS

- **Public Works:**
- **Finance:**
  - Minimum wage increase / CPI
- **Legal:**
- **Economic Development:**

RESOLUTIONS & ORDINANCES:

ANNOUNCEMENTS:

Christmas Tree pick-up is scheduled for January 7th.

City offices will be closed Monday, January 21st in Observance of Martin Luther King Day.

Invitation to Bid – Extreme Day Lot closes at 3:00 p.m. January 31st

Meeting adjourned at _____P.M.

Additions to the Agenda can be voted on by Council to add to the Agenda for the next Council meeting.
Agenda items will need to be submitted by Thursday noon before a Tuesday Council meeting.

THE COMMON COUNCIL
CITY of HARDIN, MONTANA

COUNCIL MEETING: The Regular Council Meeting for December 18, 2018 was called to order at 7:43 p.m. with Mayor Joe Purcell presiding by reciting the Pledge of Allegiance.

The following Aldermen were present: Harry Kautzman, Clayton Greer, Tony Maxwell, Karen Molina, Riley Ramsey, and Jeremy Krebs.

Also present: Finance Officer/City Clerk Michelle Dyckman, Public Works Director Rock Massine, Deputy City Clerk Angela Zimmer, City Attorney Jordan Knudsen and several members of the public.

MINUTES OF THE PREVIOUS MEETINGS & CLAIMS: Kautzman made the motion to approve the Council minutes as written for December 4, 2018. Motion seconded by Krebs. On a voice vote the motion was unanimously approved.

Greer made a motion to approve the claims:

	CLAIM No.		Monthly Total
November, 2018	23941 - 23955		
	23960, 23962, 23964	$	38,922.37
December, 2018	23956 - 23959		
	23961, 23963		
	23965 - 23971	$	314,364.67
Claims Total (Expenditures)		$	353,287.04
November, 2018 Payroll		$	167,885.32
TOTAL Submitted		**$**	**521,172.36**

Kautzman seconded. On a voice vote the motion was unanimously approved.

PUBLIC COMMENT:

Rodney Molina reported he has talked with the Montana Highway Patrol regarding the parking on 3rd Street. He was advised it was up to the City and County to enforce parking regulations. He added the business across from his is adding more vehicles. Cory Kenney asked if it wasn't criminal to chip the yellow paint off of the curb. He also noted he would like information of what RC&D has done in Hardin in the past five years and if the City would be responsible for paying the fee for Two Rivers Authority.

Joseph Funke voiced the lighting is poor by the scrap yard and there is hardly any parking available downtown. He suggested parking meters. Molina noted Sugar Factory Road is not in the lighting district and it would be expensive to be in one.

MAYOR:

Mayor Purcell reported he attended a meeting with County Commissioners and a representative of the power plant. The power plant has joined with a server company and the project is expected to create fifty to sixty long term jobs. He also reported Two Rivers Authority is reviewing a long term contract. Mayor Purcell commended Joe Connelly, Code Enforcement, for addressing community decay. The city will notify the public when they will be picking up Christmas trees.

COMMITTEE REPORTS:

Personnel Policy/City Policy:

Mayor Purcell reported the City has positions open for a Water Distribution Operator in Training I and a Maintenance Worker I at the Landfill. The City is continuing to proactively evaluate job positions.

Sewer & Water:

Maxwell reported the City has received bids for repairs on the river intake.

Law Enforcement:

Ramsey reported the committee had previously agreed to revisit negotiations with the County after the first of the year.

Streets & Alleys:

Kautzman reported the committee discussed snow removal and emergency routes. Another meeting will be scheduled.

Parks & Playgrounds:

Finance/Landfill:

SPECIAL COMMITTEES:

PETITIONS & COMMUNICATIONS:

The City received newsletters from Montana Municipal Interlocal Authority (MMIA) and Southeastern Montana Tobacco Use Prevention Program (SEMTUPP).

UNFINISHED BUSINESS:

The proposed Landfill Agreement with Big Horn County was reviewed. Chris Schneider, Landfill Lead, would like the County to publish in the Big Horn County Newspaper and The Original Briefs what they will and will not pay for. Greer motioned to accept the agreement as written. Kautzman seconded. On a voice vote the motion was unanimously approved.

NEW BUSINESS:

Sue Taylor, Economic Development Director with Beartooth RC&D, reviewed projects they are funding in Hardin and provided an economic overview for the City. She asked for a renewal of the Memorandum of Understanding. Krebs motioned to approve the request. Kautzman seconded. On a voice vote the motion was approved. (5/0) Greer abstained.

The Memorandum of Understanding for the program with the State of Montana for data storage was tabled.

The City received three quotes for a pickup. Greer motioned to approve the purchase. Krebs added with a maximum of $36,000 for the purchase. Greer agreed to the amendment. Molina seconded. On a voice vote the motion was unanimously approved.

Kautzman reported the discussion of snow removal will be tabled to allow for more public input. Maxwell suggested to post the route in the paper.

Kautzman motioned to approve the request of the Extension office and place thirty minute parking signs in front of their office on Custer Avenue. Krebs seconded. On a voice vote the motion was unanimously approved.

STAFF REPORTS:

Public Works:

Massine reported the Bomag was picked up last Monday. The City crew has been cleaning ditches, filling pot holes, and prepping for winter. The proposals for the water intake at the river will be brought before Council at the next meeting.

Finance:

Dyckman reported the State of Montana now has a form for tax withholding. The auditor is scheduled to be here in February.

Legal:

Economic Development:

RESOLUTIONS & ORDINANCES:

Resolution NO. 2185: Construction of Sidewalks at First Baptist Church. The Resolution was tabled until spring.

Resolution NO. 2186: Approving Applications for License to Serve Beer, Beer and Wine, or Liquor. Krebs motioned to approve the Resolution. Kautzman seconded. On a voice vote the motion was unanimously approved.

ANNOUNCEMENTS:

Mayor Purcell reported the City Staff Christmas party is scheduled for Wednesday, December 19th. There is a Coal Board meeting scheduled for December 20th at 8:30 a.m. at the Double Tree in Billings. The City of Hardin will close at 12:00 p.m. on Christmas Eve, Monday, December 24th and will be closed Tuesday, December 25th for Christmas Day. Offices will be closed Tuesday, January 1st for New Years and the regular scheduled meeting of Tuesday, January 1, 2019 has been rescheduled to Wednesday, January 2, 2019.

Kautzman motioned to adjourn the meeting. The motion was unanimously approved. The meeting adjourned at 8:47 p.m.

_____

Joe Purcell, Mayor

ATTEST:

_____

Michelle Dyckman, Finance Officer/City Clerk

City of Hardin

Streets and Alleys Committee Meeting

December 18, 2018

The Streets and Alleys Committee Meeting began at 7:00 p.m. In attendance were Committee members Harry Kautzman, Jeremy Krebs, and Tony Maxwell. Council members Clayton Greer, Riley Ramsey, Karen Molina (at 7:12), and Mayor Joe Purcell were also present.

Also present: Finance Officer/City Clerk Michelle Dyckman, Public Works Director Rock Massine, Deputy City Clerk Angela Zimmer, City Attorney Jordan Knudsen and several members of the public.

Kautzman reported he has concerns with the City Ordinance regarding snow removal. Residents are required to remove snow, but he feels the City is unable to abide by the ordinance by placing snow on the sidewalk on 5th Street. He also asked how businesses are expected to clear their store fronts when they cannot put the snow into the street.

Massine reviewed a map of priority and secondary snow routes. He asked for direction of whether to continue to push the snow into the middle of the road or to the side of the road, if setting a minimum depth of snow is an option to determine when to plow, and where to store the snow when it is removed from the streets. Greer noted plowing the snow into the middle has worked the best. Krebs added it makes it hard to get across the road. Massine reported both options create issues.

Jeff Vance voiced that he appreciates Massine is discussing emergency snow routes. He added the City needs to enforce parking regulations and address better parking downtown by getting employees from Bighorn Valley Health Center to no park in the business area. He is also concerned about the mosquito spray. It is difficult for people who have respiratory issues. He suggested to designate certain times for snow removal so people can move vehicles. Cory Kenney suggested to designate 5th Street, by the football field, as a location for snow storage.

Jose Funke voiced he feels that the city code enforcement is not allowed to do his job, because he cannot go onto private property when a complaint is made. He asked where our cops were, noted there is no juvenile detention, and he would like to see the "winos" get locked up and go into treatment.

Vance asked if it was possible for the City crew to work at night to remove snow. Massine noted the City does not have a large crew, but they do come in earlier in the morning and stay later in the day when necessary. Kenney noted the snow freezes and it can't be moved.

Greer suggested to consider pick up style plows. This would allow the City crew to plow as they are moving from one area to another. He also suggested to hire local plow businesses. Massine will speak with the Union representative.

Mayor Purcell noted he was contacted by the Hardin Montana State University Extension Office. They are requesting thirty minute loading and unloading signs. They have a few parking spots in front of the office and people are parking there long term. It will be voted on at the regular meeting.

The meeting adjourned at 7:43 p.m.

_____

Harry Kautzman, Committee Chairman

ATTEST:

_____

Angela Zimmer, Deputy City Clerk

City of Hardin

Submitted for Approval

January 2, 2019

	CLAIM No.		Monthly Total
December, 2018	23972 - 23993 24018 - 24046	**$**	**79,310.17**
January, 2019	23994 - 24017	**$**	**6,737.80**
TOTAL Submitted		**$**	**86,047.97**

Claims or Expenditures over $5,000

per Resolution #2064

Vendor	Check #	Purpose	Amount
JORDAN W KNUDSEN	33527	legal services	7,000.00
EXEMPT from Resolution 2064:			
MATOVICH OIL CO.	33534	fuel, oil	5,560.95
Approved Previously:			
11/20/18 Council meeting:			
MIDLAND OFFICE EQUIPMENT INC	33535	copier	6,616.00
12/18/18 Council meeting:			
HARDIN CHEVROLET INC	33484	Chevrolet pickup	35,999.00

CITY OF HARDIN

Claims Report

For the Accounting Period: December, 2018

Vendor	Claim #		Check	Amount
HARDIN CHEVROLET INC	CL	23972	33484	35,999.00
JAMES E SEYKORA	CL	23973	33525	399.41
STEVE LICH	CL	23974	33550	15.00
BIG SKY LINEN & UNIFORM INC	CL	23975	33509	71.54
BLACK MOUNTAIN SOFTWARE INC	CL	23976	33511	100.00
BIG HORN IGA	CL	23977	33508	145.04
BIG SKY TIRE & SERVICE CO LLC	CL	23978	33510	14.00
CAMP CUSTER SERVICE	CL	23979	33512	145.74
DESIGN MASTER BUILDING SYSTEMS INC	CL	23980	33516	411.91
DIS TECHNOLOGIES	CL	23981	33518	233.75
DG CUSTOM FRAMING	CL	23982	33517	330.97
ENERGY LABORATORIES INC	CL	23983	33520	810.00
HACH CO.	CL	23984	33521	236.25
HARDIN DO IT BEST	CL	23985	33522	361.90
KELLER AMERICA INC	CL	23986	33529	506.62
NORTHWEST SCIENTIFIC, INC.	CL	23987	33540	453.04
NORTHWEST PIPE FITTINGS	CL	23988	33539	168.99
SOLID WASTE SYSTEMS INC	CL	23989	33548	231.30
TITAN MACHINERY INC	CL	23990	33552	274.71
USA BlueBook	CL	23991	33554	142.64
WBI ENERGY CORROSION SERVICES	CL	23992	33555	121.00
WISPWEST.NET	CL	23993	33558	116.04
CARL T DANELSKI	CL	24018	33513	142.33
NATASHA MORNING	CL	24019	33538	83.34
T.J. AND TANDRA MURRAY	CL	24020	33551	92.81
RON BETTRIDGE	CL	24021	33546	64.88
JOHN INGRAHAM	CL	24022	33526	0.38
JUNE N BENTZ	CL	24023	33528	40.00
BIG HORN COUNTY ELECTRIC	CL	24024	33507	4,940.38
CITY WATER DEPT	CL	24025	33515	405.49
ECOLAB INC	CL	24026	33519	105.32
IN CONTROL, INC	CL	24027	33523	552.00
INTERSTATE POWER SYSTEMS	CL	24028	33524	19.47
LUMBERZACS INC	CL	24029	33532	68.87
MATOVICH OIL CO.	CL	24030	33534	5,560.95
MARSHALL WELLS LLC	CL	24031	33533	299.95
MIDLAND OFFICE EQUIPMENT INC	CL	24032	33535	6,616.00
MONTANA DAKOTA UTILITIES	CL	24033	33536	1,907.43
PINE RIDGE ROOFING LLC	CL	24034	33542	584.00
ROCKY MOUNTAIN SCALE WORKS	CL	24035	33545	1,347.00
SIMPLY OFFICE SUPPLIES INC	CL	24036	33547	516.63
STAHLY ENGINEERING & ASSOCIATES INC	CL	24037	33506	342.50

For the Accounting Period: December, 2018

Vendor	Claim #		Check	Amount
STAHLY ENGINEERING & ASSOCIATES INC	CL	24038	33549	3,460.82
WESTERN OFFICE EQUIPMENT INC	CL	24039	33556	468.85
RICHARD BOWLER	CL	24040	33544	581.40
CenturyLink	CL	24041	33514	1,380.12
KENCO SECURITY & TECHNOLOGY	CL	24042	33530	330.00
JORDAN W KNUDSEN	CL	24043	33527	7,000.00
NSI SOLUTIONS INC	CL	24044	33541	132.00
KNIFE RIVER INC	CL	24045	33531	632.32
RDO EQUIPMENT	CL	24046	33543	346.08
				79,310.17

CITY OF HARDIN
Check Report
January 2, 2019 Meeting

Vendor	Claim #		Check	Amount
HARDIN CHEVROLET INC	CL	23972	33484	35,999.00
BERNARD NOVARK	CL	23994	33485	100.00
JACK WEICHMAN	CL	23995	33486	100.00
BOB SCHOEN	CL	23996	33487	100.00
PAT BRECKENRIDGE	CL	23997	33488	100.00
TERRY BULLIS	CL	23998	33489	100.00
RON NEDENS	CL	23999	33490	100.00
DENNIS FOX	CL	24000	33491	100.00
HARRY KAUTZMAN	CL	24001	33492	100.00
ROB BRYSON	CL	24002	33493	100.00
KENTON G KEPP	CL	24003	33494	100.00
JAY LUNDBERG	CL	24004	33495	100.00
DANIEL J KLINGENSTEIN	CL	24005	33496	100.00
LARRY W VANDERSLOOT	CL	24006	33497	100.00
JIM WEDEL	CL	24007	33498	100.00
TIM A WAGNER	CL	24008	33499	100.00
TEDDY J BURROUGHS	CL	24009	33500	100.00
MARGARET E. TALMAGE	CL	24010	33501	50.00
JACKIE SUKO	CL	24011	33502	50.00
MARTIN G REEVES	CL	24012	33503	100.00
KATHERINE M JOHNSON	CL	24013	33504	50.00
SANDRA K BIERY	CL	24014	33505	50.00
STAHLY ENGINEERING & ASSOCIATES INC	CL	24037	33506	342.50
BIG HORN COUNTY ELECTRIC	CL	24024	33507	4,940.38
BIG HORN IGA	CL	23977	33508	145.04
BIG SKY LINEN & UNIFORM INC	CL	23975	33509	71.54
BIG SKY TIRE & SERVICE CO LLC	CL	23978	33510	14.00
BLACK MOUNTAIN SOFTWARE INC	CL	23976	33511	100.00
CAMP CUSTER SERVICE	CL	23979	33512	145.74
CARL T DANELSKI	CL	24018	33513	142.33
CenturyLink	CL	24041	33514	1,380.12
CITY WATER DEPT	CL	24025	33515	405.49
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ECOLAB INC	CL	24026	33519	105.32
ENERGY LABORATORIES INC	CL	23983	33520	810.00
HACH CO.	CL	23984	33521	236.25
HARDIN DO IT BEST	CL	23985	33522	361.90
IN CONTROL, INC	CL	24027	33523	552.00
INTERSTATE POWER SYSTEMS	CL	24028	33524	19.47
JAMES E SEYKORA	CL	23973	33525	399.41

January 2, 2019 Meeting

Vendor	Claim #		Check	Amount
JOHN INGRAHAM	CL	24022	33526	0.38
JORDAN W KNUDSEN	CL	24043	33527	7,000.00
JUNE N BENTZ	CL	24023	33528	40.00
KELLER AMERICA INC	CL	23986	33529	506.62
KENCO SECURITY & TECHNOLOGY	CL	24042	33530	330.00
KNIFE RIVER INC	CL	24045	33531	632.32
LUMBERZACS INC	CL	24029	33532	68.87
MARSHALL WELLS LLC	CL	24031	33533	299.95
MATOVICH OIL CO.	CL	24030	33534	5,560.95
MIDLAND OFFICE EQUIPMENT INC	CL	24032	33535	6,616.00
MONTANA DAKOTA UTILITIES	CL	24033	33536	1,907.43
MT DEPARTMENT OF ENVIRONMENTAL QUALITY	CL	24015	33537	3,679.80
NATASHA MORNING	CL	24019	33538	83.34
NORTHWEST PIPE FITTINGS	CL	23988	33539	168.99
NORTHWEST SCIENTIFIC, INC.	CL	23987	33540	453.04
NSI SOLUTIONS INC	CL	24044	33541	132.00
PINE RIDGE ROOFING LLC	CL	24034	33542	584.00
RDO EQUIPMENT	CL	24046	33543	346.08
RICHARD BOWLER	CL	24040	33544	581.40
ROCKY MOUNTAIN SCALE WORKS	CL	24035	33545	1,347.00
RON BETTRIDGE	CL	24021	33546	64.88
SIMPLY OFFICE SUPPLIES INC	CL	24036	33547	516.63
SOLID WASTE SYSTEMS INC	CL	23989	33548	231.30
STAHLY ENGINEERING & ASSOCIATES INC	CL	24038	33549	3,460.82
STEVE LICH	CL	23974	33550	15.00
T.J. AND TANDRA MURRAY	CL	24020	33551	92.81
TITAN MACHINERY INC	CL	23990	33552	274.71
U.S. POSTAL SERVICE	CL	24016	33553	310.00
USA BlueBook	CL	23991	33554	142.64
WBI ENERGY CORROSION SERVICES	CL	23992	33555	121.00
WESTERN OFFICE EQUIPMENT INC	CL	24039	33556	468.85
WILLIAM P HERT	CL	24017	33557	848.00
WISPWEST.NET	CL	23993	33558	116.04
				86,047.97

Claims Report

For the Accounting Period: January, 2019

Vendor	Claim #	Check	Amount
BERNARD NOVARK	CL 23994	33485	100.00
JACK WEICHMAN	CL 23995	33486	100.00
BOB SCHOEN	CL 23996	33487	100.00
PAT BRECKENRIDGE	CL 23997	33488	100.00
TERRY BULLIS	CL 23998	33489	100.00
RON NEDENS	CL 23999	33490	100.00
DENNIS FOX	CL 24000	33491	100.00
HARRY KAUTZMAN	CL 24001	33492	100.00
ROB BRYSON	CL 24002	33493	100.00
KENTON G KEPP	CL 24003	33494	100.00
JAY LUNDBERG	CL 24004	33495	100.00
DANIEL J KLINGENSTEIN	CL 24005	33496	100.00
LARRY W VANDERSLOOT	CL 24006	33497	100.00
JIM WEDEL	CL 24007	33498	100.00
TIM A WAGNER	CL 24008	33499	100.00
TEDDY J BURROUGHS	CL 24009	33500	100.00
MARGARET E. TALMAGE	CL 24010	33501	50.00
JACKIE SUKO	CL 24011	33502	50.00
MARTIN G REEVES	CL 24012	33503	100.00
KATHERINE M JOHNSON	CL 24013	33504	50.00
SANDRA K BIERY	CL 24014	33505	50.00
MT DEPARTMENT OF ENVIRONMENTAL QUALITY	CL 24015	33537	3,679.80
U.S. POSTAL SERVICE	CL 24016	33553	310.00
WILLIAM P HERT	CL 24017	33557	848.00
			6,737.80

NEWSLINE

Montana Department of Transportation

mdt.mt.gov

December 2018

Construction Manager/ General Contractor Update

MDT utilizes a variety of tools to deliver the highway program, and based on project-specific complexities, risks, cost, and schedule, project managers select the most appropriate delivery method for a given project. MDT received conditional legislative approval in 2017 to use the Construction Manager/General Contractor (CM/GC) method for the delivery of transportation projects. To obtain full authority for use of this alternative contracting method, the Montana Legislature directed MDT to initiate four CM/GC projects before the end of 2024. This new alternative contracting tool allows MDT to more effectively design and construct certain complicated projects. It also provides an exciting opportunity for engineers and contractors to team up and develop a more comprehensive solution for challenging project features that is defined as follows:

> The GM/GC project *delivery method allows an owner to engage a Construction Manager during the design process to provide constructability input. During the design phase, the Construction Manager provides feedback regarding construction practices, potential risks, pricing, and scheduling to help design a more robust project. After design is complete, and both the Owner and Construction Manager can agree to a price, a contract for construction services is enacted, and the Construction Manager becomes the General Contractor to build the project.*

Teamwork is an integral part of successful CM/GC projects. This delivery method is highly collaborative, and the goal is that MDT produce plans that are more constructible and cost-effective as a result of expanding the project development team.

MDT completed a formal project delivery selection process to designate Clark Fork – 1M NW Trout Creek as the first CM/GC project. This project is intended to address the deteriorating deck of the large Highway 200 bridge over the Clark Fork River near the community of Trout Creek. There

CM/GC update continued on page 6

Seat Belt Use Saves Lives

As of December 10, 168 people have lost their lives in crashes on Montana roadways. While Montana is seeing a continuing annual trend in the reduction of fatal crashes, the preliminary 2018 Montana Highway Patrol's investigative crash data indicates that nearly 50 percent of vehicle occupants who died were not properly wearing a seat belt. The lack of proper restraint use continues to play a significant role in lives lost in motor vehicle crashes from year to year. In 2017, alone:

- 186 people died in crashes
- 84 of these deaths are attributed to the choice to not wear a seat belt – 58 percent (not counting pedestrians, bicyclists and motorcyclists)
  - 55 of the unrestrained people who died were ejected (65%) and 76 of the 84 unrestrained people died in crashes on rural roadways
- 221 people who sustained serious injuries in crashes were unrestrained

In 2018, seat belt usage has seen an increase to 87 percent of Montanan's surveyed wearing their seat belts. Unfortunately, restraint use is not showing much improvement in fatal crashes, with 58 percent of the people in vehicles who died in 2017 not using seat belts. The National Highway Traffic Safety Administration estimates that for Montana in 2017, about 71 lives were saved by restraint use, and a potential of 33 additional lives would have been savable with 100 percent restraint use. Montana law currently requires vehicle occupants to wear safety belts but does not allow law enforcement officers to stop a vehicle solely because an occupant is not buckled.

Other states have seen reductions in fatalities following enactment of a primary seat belt law. Proposals to pilot a Montana primary seat belt law will be considered in the upcoming legislative session.

MDT wants to remind all road users to Buckle Up, Every Trip, Every Time, use age-appropriate child safety seats, pay attention, and always have a sober driver.

For more information, contact Janet Kenny at 444-7417 or *jakenny@mt.gov*. For more information about occupant protection, visit *mdt.mt.gov/visionzero/people/seatbelts.shtml*

Montana Receives Over $22 Million of New Federal Grants

It was recently announced by the U.S. Department of Transportation that two projects in Montana will receive funding through the 2018 Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program.

MDT and Broadwater County were successful in obtaining a $10 million grant for the Toston Structures project on US 287 between Townsend and Three Forks. Dollars will be used to improve safety and replace two aging structures over the Missouri River and MRL Railroad tracks, to reconstruct 3.5 miles of highway with additional lanes and turn lanes, plus improve several intersections. The project is one of just a few remaining to be built on US 287 between Helena and Three Forks. More than $100 million has been invested on this 68-mile corridor, widening lanes, adding passing lanes, and improving intersections for safer and more efficient travel. The Toston Structures project is on schedule to begin work this construction season. In addition, just over $12 million was awarded to the City of Kalispell for work on the Kalispell Bypass. MDT was a co-applicant for this grant with the City of Kalispell. Roughly two miles of the southern Kalispell bypass will be expanded to a four-lane highway, and the Foys Lake Road roundabout will be removed and replaced with an overpass interchange. At a time when transportation needs are dramatically outpacing funding, Montana was fortunate to receive two BUILD grants this round.

In other Federal news, Congress has yet to pass a full 2019 appropriation bill, but did advance a continuing resolution that appropriates funds through December 21.

Bridge and Road Safety and Accountability Act Dollars Bring Positive Results

Since March 1, 2018, MDT and local governments have been putting Bridge and Road Safety and Accountability Act (BaRSAA) funds to work improving roadways across the state. BaRSAA funding is generated by the increased user fee applied to gasoline and diesel fuel passed by the 65th Montana Legislature and made effective July 1, 2017. Following is one project highlighted from each transportation district. A list of BaRSAA projects funded to date can be seen at *mdt.mt.gov/roadbridge/*

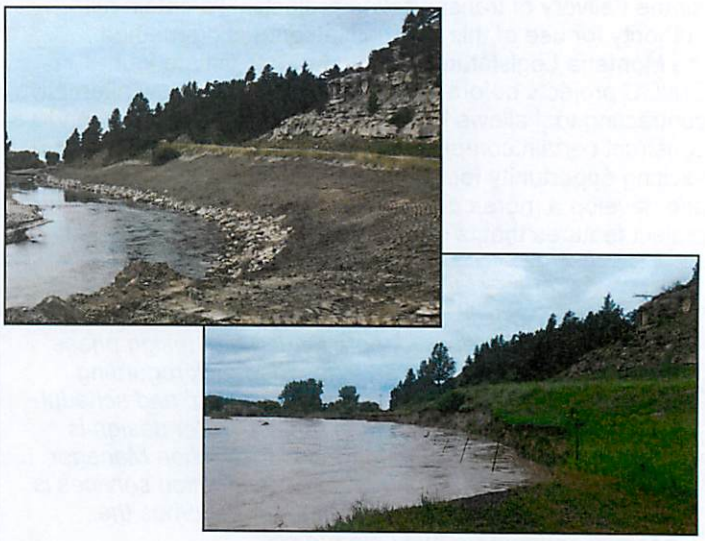
Great Falls District

Project: Fox Farm Road—Great Falls
Background: This project was prioritized through the Great Falls Metropolitan Planning Organization process. Federal Aid Urban Funds were matched with MDT BaRSAA funds to complete the project funding. The project scope included reconstruction of a narrow road with inadequate sight distance at intersections. This area had a high level of roadway departure crashes, one of MDT's Vision Zero goal emphasis areas in the Comprehensive Highway Safety Plan. The purpose of the project was to reduce the number and severity of crashes by improving the vertical alignment, widening the roadway, and providing smoother side slopes.

The project starts on Fox Farm Road at the Great Falls city limits and continues south for 1.7 miles. The new roadway provides five-foot shoulders and improved vertical alignment to increase sight distance at critical intersections. An additional design goal was to minimize disruption to existing residences close to the road. The project required detailed design to mitigate impacts from grade changes, significant utility relocation, and complex right-of-way.
Bid: $2,854,212
Contractor: United Materials of Great Falls, Inc.
Status: Paving is complete. Final chip seal and striping will occur in 2019.

Billings District

Project: West of Roundup-West
Background: This project was intended to preserve and extend the life of the existing surface and consisted of plant mix overlay, digouts, road and bridge guardrail, and signing on US 12 west of Roundup. After the project was awarded, two separate locations of the highway became at risk of being lost to erosion from an encroaching Musselshell River. The Scope of Work was amended to include the repair of both of these sites. These Change Orders consisted of repairing the fill slopes and armoring the river bank with riprap for an additional $1.5 million.
Bid: $1.3 million
Contractor: Knife River Corporation
Status: The Notice to Proceed was June 2018 and work was completed in October 2018.



Glendive District

Project: Sidney to Fairview
Background: This project widened portions of MT 200 between Sidney and Fairview to accommodate left-turn lanes at county road intersections and a two-mile section of passing lanes. The left-turn lanes and passing lanes were recommendations from the MT 16/MT 200 Glendive to Fairview Corridor Planning Study completed in 2012. The entire roadway also received an overlay to preserve and extend the life of the pavement.
Bid: $11.2 million
Contractor: Border States Paving, Inc.
Status: Expected to be completed in the spring of 2019.

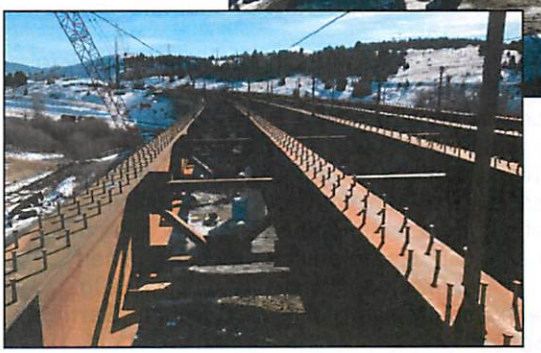
Missoula District

Project: Russell Street—Missoula
Background: The project scope includes widening the existing three-lane Russell Street to a five-lane facility with raised bike lanes and wide sidewalks. The project begins at the intersection with Broadway Street and extends south to Dakota Street. It is approximately 0.6 miles long and includes a new bridge structure over the Clark Fork River, an upgraded signal at Broadway and Russell, a new signal at Wyoming and Russell, a shared-use path under crossings located at both ends of the new bridge, and a separate undercrossing for the Milwaukee Trail at the south end of the project.

The current project is phase 1 of a three-phase project. The remaining phases include work on Russell Street from Dakota to Mount and improvements on Broadway from Toole to Mullan.
Bid: $28,769,248
Contractor: Dick Anderson Construction, Inc.
Status: Project start date was April 2018 and expected to be complete January 2020.

Butte District

Project: Rarus/Silver Bow Creek Structures
Background: This project is located just west of Butte on Interstate15/90. Work includes four bridge replacements. Two 366-foot bridges span the Butte, Anaconda & Pacific Railroad and Santa Claus Lane, and two 598-foot structures span the Burlington Northern Santa Fe Railroad and Silver Bow Creek. Along with the bridge replacements, an abandoned mine shaft from the Olive Branch Mine is being capped and mine waste material is being removed from the site. Additional work on the project includes grading, new plant mix surfacing, new guardrail, new signing, and bridge rehabilitation.
Bid: $24,286,177
Contractor: Sletten Construction Company
Status: The project is currently under construction. The first of three phases is near completion. The second bridge of phase 1 is currently under construction with bridge decking taking place. Gravel placement is near completion. Traffic is currently being crossed over and will be in this configuration until the second bridge is complete. Construction will then shut down until next spring when phase 2 of the project will begin. Phase 3 will begin in 2020 and will include chip seal and final pavement markings.



State-Owned Airport Improvements Completed

Montana state-owned airports received some upgrades this summer and fall. Here are just a few of the highlights:

Seeley Lake Airport received three new concrete helipads on the north end of the airfield. During the 2017 fire season, this airport played a critical role in battling severe forest fires in the region. It was used as an air-attack base for the U.S. Forest Service, as well as for private contractors and their helicopter fire bombers. Seeley Lake Airport is now more prepared to handle future fire operations.

Yellowstone Airport recently completed a Pavement Rehabilitation Project of the full-length parallel taxiway (8,399') and the aircraft apron parking areas. This $6 million project was 90 percent funded with a Federal Aviation Administration Airport Improvement Program grant. The new pavement surfaces should last at least 20 years with regularly scheduled maintenance projects approximately every five years.

The Yellowstone Airport celebrated the grand opening of a new air ambulance hanger. Air Methods Corporation dba Air Idaho Rescue, in conjunction with Aero Mark, built the first hangar ever at the Yellowstone Airport.

The Montana chapter of the 99s left their "mark" on the Yellowstone and Lincoln airports. Ninety-Nines' volunteers travel across the state painting airport names, elevation, and sometimes a compass rose on taxiway aprons.

Thanks to everyone involved for all their hard work and dedication to improve Montana airports.

MDT and FCCLA Partner to Promote Teen Traffic Safety

For the third year in a row, MDT has partnered with Family, Career and Community Leaders of American (FCCLA) to promote teen traffic safety. FCCLA is a student organization for young men and women in Family and Consumer Sciences education. There are 65 chapters across Montana. In 2017, teen drivers represented approximately 13 percent of all fatalities and 17 percent of Montana's total serious injuries. Yet, teens only account for approximately 6.7 percent of the state's population. MDT has made this issue a priority.

To help fund this project, MDT successfully applied for two grants, one from Ford Driving Skills for Life (FDSL) and the other from National Roadway Safety Foundation (NRSF). FDSL funding can be used for any traffic safety issues the teens choose, such as impaired driving, unrestrained drivers and passengers, distracted driving, speeding, etc. The NRSF funding is specifically for campaigns educating on drowsy driving. Both FDSL and NRSF grants provided $15,000 to be distributed to local FCCLA chapters that completed the application and scored well during the ranking process.

FDSL funding was distributed to 14 chapters throughout the state ranging from $177 to $750, and the NRSF funding was distributed to 10 chapters with amounts ranging from $245 to $750. In addition to that funding, 12 chapters received National Highway Traffic Safety Administration funds. Some chapters received funding from more than one source making the total number of funded chapters 16 and the total funding $22,533.

Each pot of money also has funding to award money to the chapters with the best projects. During the 2017-2018 year, **First place** went to **North Star High School (Rudyard)** who received $2,500. Their campaign included different safe driving messages on students' lockers each week, a traffic safety month, a YouTube video outlining all their projects with student testimonials, and educating the community and schools on safe driving practices. Their video is located at: *youtube.com/watch?v=kBCyDSoQgZg*

Second place and an award of $1,500 went to **Garfield County High School** who conducted "fasten seat belt" contests with the teens, developed educational material for elementary students, had texting and driving activities, and posted traffic safety banners and flyers throughout the community.

Third place went to **Three Forks High School** who received $1,000 for their campaign that included a safe driving awareness week with traffic safety activities, buckle up signs placed around their campus, banners, radio interviews, public service announcements, and outreach to elementary students. They also received a visit from Governor Steve Bullock.

MDT is excited to continue this partnership for the 2018-2019 year. For more information, contact Sheila Cozzie at *scozzie@mt.gov* or 444-7301.

2018 Annual Transportation Safety Meeting Held

VISION ZERO
zero deaths · zero serious injuries
MONTANA DEPARTMENT OF TRANSPORTATION

The 11th Annual Transportation Safety meeting was held October 10-11 in Helena with more than 70 attendees representing the 4Es of transportation safety—education, enforcement, emergency medical services, and engineering. The event provided an opportunity for safety partners to share program information, performance targets, and activities that align with Montana's Comprehensive Highway Safety Plan (CHSP) and the safety strategies of the three emphasis areas—roadway departures and intersection crashes, impaired driving and occupant protection use. Safety partners evaluate progress on meeting established performance targets to reduce roadway fatalities and serious injuries on Montana's roadways.

While Montana's Vision Zero is zero fatalities, zero serious injuries on Montana's roads, Montana's CHSP interim goal is to reduce fatal and serious injuries from 1,704 in 2007 to 852 by 2030. In 2017, Montana experienced 917 fatalities and serious injuries, a reduction of 108 from the previous year, showing progress toward Montana's Safety Vision and interim goal.

Since implementation of the CHSP in 2007, Montana has reduced fatal and serious injuries by 46 percent.

The conference highlights included an emotional presentation by Pat Goldhahn whose teenage daughter died because she wasn't buckled, and a presentation by Montana's Family, Career and Community Leaders of America who won state recognition for their teen peer-to-peer project about traffic safety campaign. Emerging issues that could influence the safety of our roadways such as legalization of marijuana and autonomous vehicles were also discussed.

For more information, contact Pam Langve-Davis at *plangvedavis@mt.gov* or 444-7646, or visit the Vision Zero CHSP website at *mdt.mt.gov/visionzero/plans/chsp.shtml*.

Highway Traffic Safety and Transit Grant Applications Due March 1, 2019

Applications will only be accepted through the Montana Grant and Loans web-based system *fundingmt.org/index.do*. Register in the system and apply when the opportunity becomes available on January 1, 2019.

For information regarding Transit grants, contact Eric Romero at *eromero@mt.gov* or 444-7645.

For information on registering for Highway Traffic Safety grants, contact Kevin Dusko at *kedusko@mt.gov* or 444-7411.

Winter Driving and Snowplow Safety Reminders

Before heading out on Montana's winter highways, check weather and road conditions. MDT's Travel Information website *mdt.mt.gov/travinfo/* and mobile app provide up-to-date information including road conditions and incidents. See for yourself what roads look like through images from the many webcams MDT has in place around the state. Conditions may also be viewed through images from MDT snowplow dash-cams.

While driving, be on the lookout for snowplows and give the operators room to do their job. Many plows are hit each winter, taking the plow truck and plow operator out of service, totaling passenger vehicles, and resulting in serious injuries.

Drive safely this winter and keep these tips in mind:

- Don't pass a snowplow when the TowPlow is deployed. The operator will periodically rotate the TowPlow back in line with the truck to allow vehicles to pass.
- Be aware that plows often work in pairs and trios. The snow cloud created by one plow may obscure additional plows in adjacent lanes.
- When approaching a snowplow from the rear, reduce speed immediately.
- When approaching an oncoming plow, don't crowd the centerline.
- Be patient. Plow operators know where they can pull over to let vehicles pass, but remember, the road in front of the plow is likely not as clear as the road behind the plow.

Social Host Responsibilities

If you're planning to host a holiday party, make sure your to-do list includes knowing how those guests who plan to drink are getting home and that no one drinks too much. In Montana, adults who serve alcohol to minors or anyone who is obviously intoxicated can be held liable if the person who was provided the alcohol kills or injures another person. This law applies to anyone who hosts a social gathering, including private individuals, employers, and organizations.

There is plenty of opportunity to have fun, just make sure your guests are safe:

- Know who the designated drivers are and give them equal beverage service with non-alcoholic choices.
- Limit your guests to those you know well.
- Serve the drinks yourself and stay sober so that you know which guests are reaching their limit.
- Have plenty of food available, including protein rich foods because these slow the absorption of alcohol.
- Provide several alternatives to alcoholic beverages.
- Offer fresh coffee and desserts to guests mid-way through the evening.
- Arrange for a ride service or enlist a trusted friend to drive those home who should not be driving.
- Only serve to those who you know are over the age of 21.
- Avoid "pushing" drinks on your guests or mixing strong drinks.
- Provide entertainment, games or activities so there is more to do than drink.
- Stop serving alcohol at least an hour before guests will be leaving.
- Do not serve alcohol to anyone who is visibly or noticeably intoxicated. If you hire a bartender, make sure they don't either.
- Be prepared to take someone's keys if you feel the person should not drive.
- Do not serve anyone beverages containing alcohol without their knowledge.
- Make sure all guests have a sober driver to get them home.

MDT Awards Traffic Safety Grants to Support Vision Zero

MDT awarded nearly $4.6 million in grant funds as part of the strategy to reach Vision Zero – zero deaths and zero serious injuries on Montana roads.

- **Emergency Medical Services Grant Program** – nearly $1 million in grant funds has been awarded through the state-funded EMS Grant program. The grants are provided to mostly volunteer, Medicare-level billing providers for ambulances, emergency vehicles, training, equipment, communication, or patient care through a competitive process that opens May 1 annually. For state fiscal year 2019, ten EMS providers were awarded a range of equipment including three ambulances, one quick response unit, seven cot power-load systems and a variety of cots and monitors. For more information, visit: *mdt.mt.gov/business/grants_ems.shtml*
- **National Highway Traffic Safety Administration (NHTSA) Grants** – MDT awarded $3.6 million in federal grant monies from NHTSA for federal fiscal year (FFY) 2019. The grants will address impaired driving, occupant protection and child passenger safety with an emphasis on improving traffic safety through enforcement and education. Law enforcement agencies are funded for overtime patrols to concentrate on enforcement of seat belt and impaired driving laws. Grants for DUI Courts, a Traffic Safety Resource Prosecutor, and the 24/7 Program address impaired driving. Traffic safety education programs continue with the Native American Safe On All Roads (SOAR) program and Buckle Up coalitions. The NHTSA grant opportunity will open January 1, 2019 and close March 1, 2019 for FFY 2020 funds.

For more information, visit: *mdt.mt.gov/visionzero/grants/* or contact Janet Kenny at *jakenny@mt.gov* or 444-7417.

Wildlife Accommodation Process

Wildlife accommodations are features designed and implemented into a transportation facility to moderate the effects of the infrastructure on wildlife and their habitat. The objective of these features is to minimize or eliminate barriers to wildlife movement, protect important habitat components within the landscape, and reduce or eliminate the potential for wildlife-vehicle collisions. MDT recognized there is not a defined procedure for addressing wildlife accommodations within the project development process. To date, wildlife accommodations have been addressed on a case-by-case basis using an informal process that lacked definition and consistency and often resulted in last minute design changes, increased costs, and project delays. The goal for this project was to develop a formal Wildlife Accommodation Process (WAP).

The WAP is a series of steps that bring all functional areas within MDT together during project development to assess the need and feasibility of wildlife accommodations in every project. This multidisciplinary group, with membership from the affected District, Planning, Preconstruction, Construction, and Maintenance, is designated as the Design Team and provides input early in the design process and is critical to the success of the process. Through the Design Team, communication is improved among functional areas involved with transportation facilities throughout the entire facility lifecycle.

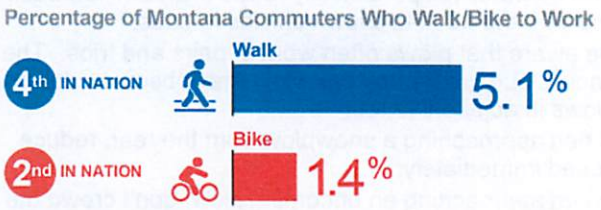
Also developed as part of this project are an implementation plan, performance measures, and a process review. As an initial implementation step, this process was presented to management in August. Additional training will be presented to MDT staff and consultant designers. This process has already been incorporated into a handful of projects. Full implementation will occur after training is completed for all new projects and for projects still in the early design phases.

For more information, contact Sue Sillick at 444-7693 or *ssillick@mt.gov*, or visit *mdt.mt.gov/research/projects/env/wap.shtml*

MONTANA PEDESTRIAN & BICYCLE PLAN

Efforts on the Montana Pedestrian and Bicycle Plan have focused on compiling data and information from relevant plans and programs, as well as resources to develop the Existing Conditions technical memorandum.

Walking and bicycling as modes of both transportation and recreation have been steadily increasing across the country and throughout many of Montana's communities. There has been strong interest and support expressed across the state for the benefits derived from walking and bicycling. This is supported by the fact that Montana ranks very high among the states in the nation for commuting by walking and bicycling.



Source: ACS 5-year data (2012 – 2016)

Understanding the types of users and their transportation needs is necessary to establish more effective programs and practices to help local and state agencies efficiently use their resources. Limited financial resources, large and diverse geographic areas, the built environment, and other challenges complicate the effort to provide for pedestrians and bicyclists.

Information on the current state of walking and bicycling in Montana, our setting and population, the various facility types, current transportation and socioeconomic conditions, safety, the benefits of walking and bicycling, health and equity, ADA and accessibility, economic development and tourism, and investments is captured in the Existing Conditions Memorandum on the study website.

The full Existing Conditions technical memorandum is available online at *mdt.mt.gov/pubinvolve/pedbike/docs/PedBike-Existing-Conditions.pdf*

For more information about the Plan, opportunities to review reports, and to subscribe for updates, visit: *mdt.mt.gov/pubinvolve/pedbike/*

CM/GC continued from page 1

are a number of aspects of this project that make it an excellent candidate for CM/GC delivery including the challenges associated with maintaining traffic through construction, and the potential to use innovative deck replacement techniques and materials to address the issues with this structure. MDT hired HDR as the Design Engineer and will select a contractor as the Construction Manager by mid-December, with design development taking place next year and construction starting in the 2020 season.

Do you know of a MDT project that might be a good fit for CM/GC delivery? Are you interested in learning more about the newest tool in MDT's alternative contracting toolbox? Contact Jake Goettle at 444-6015 or *jgoettle@mt.gov* or John Pavsek at 444-6213 or *jpavsek@mt.gov*.

Ghost of Chance

By Jon Axline, MDT Historian

Seeking out historic and archaeological resources is a big responsibility for the MDT cultural resource crew. The "work" sometimes involves travel to remote corners of the state in search of places that tell Montana's history – both colorful and mundane. Sometimes towns that no longer exist are located next to the state's primary and secondary highways. Some of these places are beyond ghost towns: no observable remnant remains to remind people in the twenty-first century that they were once vibrant communities populated by families who came to the state to begin new lives. Mondak in Roosevelt County, Verona in Chouteau County, and Beebe in Custer County are good examples of places that have disappeared from Montana's landscape and are just memories.

Another such place is Chance. Named for a settler, the name also implies the risks its residents once took settling there. The community prospered for a short time in the 1890s and early 1900s. The former townsite is along the Clark's Fork of the Yellowstone River about nine miles south of Belfry. It's not on Montana Highway 72, but on a dirt road about a mile north of the Wyoming border. A circa 1965 ranch-style house occupies the former townsite; a few other buildings are scattered around the area that once may have been part of the community. Chance today is surrounded by irrigated sugar beet fields and dominated by a closed-down steel truss bridge that crosses the Clark's Fork.

The Clark's Fork valley was once part of the Crow Indian Reservation. In October 1892, the Tribe ceded land from the reservation's current western boundary west to the Boulder River and south of the Yellowstone River. Non-Indians swarmed into the ceded area shortly thereafter and established homesteads on the choice lands in the river bottoms. Even before the Crows ceded the land, however, Nathan Chance had settled on a choice spot on the river. Chance was a 35-year-old native of Iowa who came to Montana in the late 1880s from Kansas. It wasn't until 1899 when he officially filed on a 143-acre homestead and built a bridge across the Clark's Fork at an ancient river ford. Chance's family included his wife, Ellen, and children, Lillie and Quincy. In 1898, the federal government authorized Chance to open a post office in the general store that sat on his property. Lillie was the settlement's first postmaster. Chance was located on the trail between Meeteetsee, Wyoming, and Red Lodge; a stagecoach passed through Chance three times a week.

In January 1901, Chance sold 20 acres to Ludlow B. Reno, the former Carbon County Attorney. The sale, which was just north of the first Chance Bridge, included the post office. Reno planned to survey a portion of the tract for a townsite and build a new general store. At the time Reno moved there, 196 people lived in the Chance area. For a short time, the district even had a school. Reno continued to practice law and apparently ran the general store and post office; he never surveyed for a townsite. By World War I, Chance's glory days were over and the community eventually melted away. The post office closed in 1921 and the store found its way into a nearby cottonwood grove on the south side of the river.

In 1897, Nathan Chance and his neighbors attempted to get the county commissioners to buy his hand-built timber wagon bridge. The commissioners refused the offer and, instead, in 1914, built a steel-truss bridge on a different alignment (the old wagon bridge piers are still visible in the river). By World War II, the county had condemned the steel bridge and made plans to replace it. A slim budget, however, limited the county commissioners' options. Accordingly, they hired the venerable William P. Roscoe Company to move two spans of the old Yellowstone River bridge at Fallon to southern Carbon County to replace the Chance Bridge and another structure a mile to the north. Ice jams on the Yellowstone during the winter of 1943 had destroyed two spans of the old bridge at Fallon. The Montana Highway Department replaced the Fallon bridge in 1945, leaving the two remaining spans available for use at an alternate location. Roscoe obtained the bridge spans and moved them 230 miles west to Chance, where one of those spans still stands today (although it has been closed for safety reasons). MDT intends to replace the bridge sometime in the early 2020s.

Today, there's nothing left of Chance. It's not even a spot on the map. But, it is definitely a place with a past important to Montana history. Maybe no big events happened there and nobody famous ever called it home, but, to many, it represented opportunity and hope for a better life. Montana is a composite of places like Chance – locales that no longer exist, but are important for what they meant to their residents.

The Chance Bridge (above) and what may be the old Chance store/post office (below).

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information, call (406)444-3423, TTY (800)335-7592, or the Montana Relay at 711.

MDT Wants Your Comments On New Projects

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit *mdt.mt.gov/other/webdata/external/planning/proposed_proj.pdf*, *mdt.mt.gov/pubinvolve/stip.shtml* or call 800-714-7296. You can mail comments on proposed projects to MDT at MDT Project Analysis Manager, PO Box 201001, Helena, MT 59620-1001 or e-mail them to: *mdtnewprojects@mt.gov*.

Inside This Issue

Construction Manager/General Contractor Update 1
Seat Belt Use Saves Lives 1
MT Receives Over $22 Million of New Federal Grants 1
Bridge and Road Safety and Accountability Act (BaRSAA) Dollars Bring Positive Results 2
State-Owned Airport Improvements Completed 3
MDT and FCCLA Partner to Promote Teen Traffic Safety 4
2018 Annual Transportation Safety Meeting Held 4
Highway Traffic Safety & Transit Grant Aps Due March 1 4
Winter Driving and Snowplow Safety Reminders 5
Social Host Responsibilities 5
MDT Awards Traffic Safety Grants to Support Vision Zero ... 5
Wildlife Accommodation Process (Research) 6
Montana Pedestrian and Bicycle Plan Update 6
Ghost of Chance 7

Contact Information

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 800-335-7592.

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MONTANA DEPARTMENT OF TRANSPORTATION

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment.

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Transportation Assistance for Montana Communities - 2018

Montana's local governments face numerous challenges in improving and maintaining their transportation infrastructure and services. Transportation needs outpace available funding at all levels. MDT administers many funding and planning programs that help local governments address their local transportation needs. Following are some MDT-administered programs that support local projects:

Planning and Technical Assistance

Systems Impact Analysis Process (SIAP) - MDT's SIAP ensures a coordinated review of major developments initiated outside of MDT that may significantly and permanently impact the state transportation system. MDT coordinates development reviews with Montana's local governments to ensure their concerns are addressed and provides technical assistance to local governments interested in developing local processes similar to SIAP. For more information, phone 444-9416.

Multimodal Transportation Plans - Outside of Billings, Great Falls, and Missoula, there are no federal or state requirements for transportation plans. However, MDT provides financial and technical support for transportation planning in other Montana communities, including some of our fastest growing cities. These cooperative planning efforts are usually managed by the local planning offices to ensure consistency with other planning efforts. The plans help identify deficiencies, needs, and funding to ensure an efficient, safe, and modern transportation system. For more information, phone 444-9240.

Travel Demand Forecasting - MDT develops and maintains state-of-the-art computer models in Montana's larger communities to forecast future travel demand and analyze alternative transportation improvements to accommodate existing and future demand. MDT works with cities, counties, and other government agencies in the development of these models, which help inform decisions about future transportation network needs. For more information, phone 444-9240.

Corridor Planning Studies - MDT provides financial and technical support toward the development of prioritized and selected corridor planning studies. The goal of these studies is to better scope projects before moving into the project development process, achieve the lowest level environmental document while minimizing project delivery costs and time, and provide early opportunities for public and resource agency participation. For more information, phone 444-9240.

Safety Planning - This MDT program provides technical and financial assistance to local governments for the development of Community Transportation Safety Plans. Through a coordinated process, safety stakeholders and agencies identify the specific transportation safety issues in a community, develop strategies to address those
issues, and determine the responsible agency/individual to monitor implementation of each strategy. Participating communities must demonstrate a commitment to implement and monitor progress. For more information, phone 444-7646.

Information & Education

Research Programs - MDT conducts research to discover, develop, or extend knowledge needed to operate, maintain, and improve Montana's multimodal transportation system. Interested parties can propose research topics by March 31st of each year through MDT's annual solicitation process. More information can be found at mdt.mt.gov/research/unique/solicit.shtml, or by phoning 444-7693.

State Highway Traffic Safety Programs - These programs provide funds to eligible applicants to promote the use of occupant restraints and prevent impaired driving. For more information, phone 444-7417 or visit mdt.mt.gov/visionzero/plans/safetyprg.shtml

Bicyclist and Pedestrian - MDT's Bicycle and Pedestrian Coordinator serves as MDT's liaison to internal and external bicycle and pedestrian interests. The coordinator provides input and technical support related to the development of bicycle and pedestrian facilities and plans. The Bicycle and Pedestrian Program is a clearinghouse for bicycle and pedestrian safety and educational resources. For more information, phone
444-9273.

Data Collection and Management/GIS

MDT collects and maintains information about Montana's transportation system. Available to government entities and the public, this information includes a comprehensive location inventory of roads in Montana, including basic physical attributes such as length, width, and surface type; traffic volume and classification data; and mapping and GIS services and products, including the official Montana State Highway map. For information, phone 444-6103.

Additional Support

Most federal-aid funding for projects and programs require non-federal matching funds. Although not required to do so, the state provides matching funds for most infrastructure projects on the state highway system. Additionally, in times of federal program growth, the state has passed the growth in federal program funding on to programs of importance to local governments through the State-level Urban and Secondary Highway Programs.

Programs that benefit local governments are the result of cooperative state and local efforts to distribute limited funding as fairly as possible. MDT continues its commitment to support local transportation planning and projects to ensure a safe and reliable transportation system for Montana communities. For more information, visit MDT's Rail, Transit and Planning Division website at mdt.mt.gov/mdt/organization/railtran.shtml.

Infrastructure and Capital Assistance

Fuel Tax - Counties and cities receive a portion of state fuel tax receipts based on statutory formulas for construction, reconstruction, maintenance, and repair of rural roads and city or town streets and alleys. For more information, phone 444-6103 or visit mdt.mt.gov/business/fueltax/allocations.shtml.

Bridge and Road Safety & Accountability Program - The 65th Montana Legislature passed a fuel tax increase that went into effect on July 1, 2017. A portion of the revenue generated by the increase will be allocated to local governments for road construction, reconstruction, and maintenance of roads and bridges. Initial allocations will be available March 1, 2018. For more information, phone 444-7294.

Surface Transportation Program-Urban - Federal and state matching funds are allocated to Montana's urban areas (areas with a population greater than 5,000) for improvements to the Urban Highway System. Priorities are identified at the local level through established planning processes that include the public. Funds are primarily used for street reconstruction, rehabilitation, and traffic operation improvements . For more information, phone 444□9240.

Surface Transportation Program-Secondary - Federal funding with state and local matching funds are allocated based on a statutory formula for improvements on Montana's Secondary Highway System. Capital construction priorities are identified at the local level and coordinated with MDT. Eligible activities include reconstruction, rehabilitation, and pavement preservation improvements. For more information, phone 444□6109.

Urban Highway Pavement Preservation - Federal and state matching funds are provided for cost-effective treatments to Urban Highway System routes. These improvements preserve the system, delay roadway deterioration, and improve roadway condition without adding capacity. Priorities are identified through MDT district and local government consultation and are based on pavement management systems developed and maintained at the local level. For more information, phone 444-7259.

Transportation Alternatives - Federal funding with state and local matching funds are provided for transportation alternative projects. Eligible projects include, but are not limited to, pedestrian and bicycle facilities, turnouts, overlooks, and viewing areas; lighting and safety-related infrastructure; projects to achieve ADA compliance; and environmental mitigation and wildlife connectivity. Projects are prioritized through a competitive process in accordance with federal eligibilities and requirements under MAP-21, 23 USC 213. For more information, phone 444--6118 or visit mdt.mt.gov/mdt/ta_application.shtml.

Highway Safety Improvement Program (HSIP) - Federal funds are available with state matching funds for infrastructure projects that improve highway safety. These funds can be utilized for any public road projects such as signing, striping, guardrail installation, slope flattening, and intersection improvements. Projects are prioritized through a competitive process utilizing a benefit-cost analysis. For more information, phone 444-9420 or visit mdt.mt.gov/publications/docs/forms/hsip_application.pdf

Off-System Bridge Program - Off-System Bridge Program - Federal funding with State and Local matching funds are allocated for replacement and repair of locally maintained bridges. Construction priorities are identified at the local level and coordinated with MDT. Eligible activities include reconstruction and rehabilitation. For more information, phone 444-6109.

Montana Air and Congestion Initiative (MACI) - Federal funding with state and local matching funds through this unique MDT program are for strategies to proactively address air quality issues related to carbon monoxide and particulate matter. Projects in eligible air quality nonattainment or at-risk areas are prioritized and selected based on air quality benefits. Eligible projects include the purchase of street sweepers and flush trucks necessary to reduce particulate matter and the funding of intersection channelization and signal synchronization projects to reduce carbon monoxide emissions. For more information, phone 444-7294.

EMS Grant Program - State funds are available through a competitive process to volunteer emergency medical providers for acquiring or leasing ambulances or emergency response vehicles, training, communication equipment, and for medical care equipment. For more information, phone 444-0856 or visit mdt.mt.gov/business/grants_ems.shtml.

Montana Essential Freight Rail Loan Program - MDT administers a state program that provides loans for railroad improvements including construction, reconstruction, or rehabilitation of rail lines and related facilities. Eligible parties include railroad owners and operators and certain port authorities. For more information, phone 444-7294.

Transit - Federal funding programs administered by MDT support community transit systems with operating, capital, and facility costs. A locally developed coordination plan is required which must include public services as well as services for the disabled and elderly. Federal Health and Human Services funds may be used to match federal Transit funds. For more information, phone 444-9192 or visit mdt.mt.gov/business/grants_transit.shtml.

City Park Rest Areas - State funds are provided to assist maintenance activities in communities with existing City Park Rest Area facilities. Proposals for assistance must directly benefit the traveling public. Expenditures must be reviewed and approved by MDT to be eligible for local government reimbursement. For more information, phone 444-7653.

Ferry Boat Program - Federal funds are mainly for Chouteau and Blaine Counties with some involvement with Fergus County for funding improvements to the ferries and facilities. For more information, phone 444-6109.

December 17, 2018

PROPOSAL

City of Hardin
Water intake plant
Hardin Mt
P:
F:

RE: Furnish and install new VFD's for intake pumps

We would like to offer the following proposal of work for your consideration.

The work includes furnishing labor and materials for the following:

Remove existing VFD's, furnish and install new VFD's and Allen Bradley representative to aid in training and setup to existing PLC

Subtotal price: $19,420.00

Exclusions:

- Overtime, Weekend and Holiday Time

Please note that all work is done per the NEC. If acceptable, our standard terms and conditions would apply.
Due to the widely varying fluctuations in the commodities markets that we are currently experiencing, this price is only good for 14 days from the date shown.
Yellowstone Electric shall not be held liable for errors or omissions in the designs of others, nor inadequacies of materials and equipment specified or supplied by others.
Unless included in this proposal, all bonding and/or special insurance requirements are supplied at additional cost.
Yellowstone Electric shall not be liable for indirect loss or damage.

Net due in 30 days
If you have any questions, or need further clarification, please don't hesitate to call me.

Regards,
Yellowstone Electric Company

Paul Nash
Service Manager

Signature
Name _____
Title _____
Date _____
PO# _____

Cc: File (proposal)

Michelle Dyckman

From: Agnes Fowler
Sent: Thursday, December 27, 2018 10:21 AM
To: 'Montana clerks
Cc: Tim Burton; Susan Nicosia
Subject: HB 124 Entitlement money

Importance: High

Just wanted to give all of you a heads up and issue a call for action prior to and continuing on into the legislative session.

Our HB 124 Entitlement money is again on the hit list to be robbed to fund other agencies who are crying they are short of funds.

I urge you, your Mayors and Councils to begin the letters and phone calls to your local legislators regarding this.

We as Local Governments cannot afford to lose any more of this funding. That entitlement was originally allocated to us based on the money we used to get from collections we got such as gambling revenue, beer and wine etc—in 2000 all the local collections of these fees was redirected to go to the State. The legislature (State) created the HB124 Entitlement quarterly payments that was equivalent to our collections. Then a percentage increase was calculated into this so annually we received an increase, just as we would have if paid directly to us.

This money has been ROBBED by legislative action for the past several sessions by decreasing the percentage of increase – then that money was allocated to other agencies. We cannot afford to lose any more of this money as it funds a great majority of our General Fund expenses each year.
Our only way, on a local level, to gain more revenue is to take it to a vote of our property owners, town by town. I know our property owners are tired of paying more taxes so I have great apprehension that this type of added increase to taxes would ever pass. We should not even have to consider this type of request to our taxpayers.

Please, please, please take action now, let your legislators know we, on the local level, are adamantly against each legislative session having to fight for what is ours. It should be a hands off pot of money. We must inundate our local legislators with emails, letters, phone calls now and throughout the legislative session so that this doesn't happen and that we mean business. They are elected by us to stand up for us, represent us, do what is best for us. Let's make them accountable to us!!!!!

Agnes Fowler
Finance Officer - City of Conrad
413 S. Main Street
Conrad, Mt 59425
406-271-3623
406-271-5602-fax

Montana Department of
LABOR & INDUSTRY

September 28, 2018

Montana's Minimum Wage will rise to $8.50 per hour January 1, 2019, pursuant to Montana Code Annotated 39-3-409.

The law requires a minimum wage adjustment annually based on changes in inflation as measured by the Consumer Price Index (CPI) from August of the preceding year to August of the year in which the calculation is made. An adjustment to the minimum wage is to be calculated no later than September 30 of each year based upon any increase in the CPI, rounded to the nearest five cents.

The current 2018 minimum wage rate is $8.30. Based on an increase in the CPI of 2.689% from August 2017 to August 2018, the calculation used for determining the minimum wage rate for 2018 is as follows:

$8.30 X 2.68% = $0.223, rounded to $0.20

Information relating to Montana's minimum wage may be downloaded from the agency website at www.mtwagehourbopa.com

Galen Hollenbaugh
Commissioner
Montana Department of Labor & Industry