City Commission Agenda
Civic Center, 2 Park Drive South, Great Falls, MT
Commission Chambers Room 206
August 21, 2018

CALL TO ORDER 7:00 P.M.

PLEDGE OF ALLEGIANCE

ROLL CALL/STAFF INTRODUCTIONS

AGENDA APPROVAL

CONFLICT DISCLOSURE/ EX PARTE COMMUNICATIONS

PETITIONS AND COMMUNICATIONS

(Public comment on any matter that is not on the agenda of the meeting and that is within the jurisdiction of the City Commission. Please keep your remarks to a maximum of 3 minutes. When at the podium, state your name and address for the record.)

1. Miscellaneous reports and announcements.

NEIGHBORHOOD COUNCILS

2. Miscellaneous reports and announcements from Neighborhood Councils.

BOARDS AND COMMISSIONS

3. Appointment, Tourism Business Improvement District.
4. Miscellaneous reports and announcements from Boards and Commissions.

CITY MANAGER

5. Miscellaneous reports and announcements from the City Manager.

CONSENT AGENDA

The Consent Agenda is made up of routine day-to-day items that require Commission action. Items may be pulled from the Consent Agenda for separate discussion/vote by any Commissioner.

6. Minutes, August 7, 2018, Commission Meeting.
7. Total Expenditures of $3,852,077 for the period of July 14, 2018 through August 8, 2018, to include claims over $5,000, in the amount of $3,560,048.
8. Contracts List.
9. Approve cancellation of outstanding and unpaid checks over one (1) year old issued by City of Great Falls Municipal Court.
10. Approve Final Payment for the 3rd Avenue South (46th Street South to 56th Street South) Handicap Ramps Phase II project in the amount of $8,121.96 to David Kuglin Construction, and $82.04 to the State Miscellaneous Tax Fund, and authorize the City

Manager to make the payments.

11. Recommend Staff readvertise for the Public Works Facilities Repairs project due to no bids being submitted after the original Invitation to Bid.

12. Approve Interlocal Agreement between Cascade County and the City of Great Falls for Emergency Fire and Medical Services from October 1, 2018, through September 30, 2021.

13. Set a public hearing for September 18, 2018, on Resolution 10255 to establish residential and commercial water, sewer, and storm drain utility service rates effective October 1, 2018.

Action: Approve Consent Agenda as presented or remove items for separate discussion and/or vote

PUBLIC HEARINGS

OLD BUSINESS

NEW BUSINESS

14. 2018 Great Falls Area Long Range Transportation Plan Update.

    Action: Approve or deny the Great Falls Area Long Range Transportation Plan Update and direct its representative on the Policy Coordinating Committee to vote accordingly. (Presented by Craig Raymond)

15. Labor agreement between the City of Great Falls and City of Great Falls Public Employees Crafts Council.

    Action: Approve or deny the labor agreement. (Presented by Gaye McInerney)

ORDINANCES/RESOLUTIONS

16. Resolution 10241, Annual Tax Levy.

    Action: Adopt or deny Res. 10241. (Presented by Melissa Kinzler)

CITY COMMISSION

17. Miscellaneous reports and announcements from the City Commission.

18. Commission Initiatives.

ADJOURNMENT

(Please exit the chambers as quickly as possible. Chamber doors will be closed 5 minutes after adjournment of the meeting.) Commission meetings are televised on cable channel 190. If a video recording is available it will be posted on the City's website at https://greatfallsmt.net after the meeting. City Commission meetings are re-aired on cable channel 190 the following Wednesday morning at 10 am, and the following Tuesday evening at 7 pm.

Item: Appointment, Tourism Business Improvement District.

From: City Manager's Office

Initiated By: City Commission

Presented By: City Commission

Action Requested: Appoint one member to the Tourism Business Improvement District Board of Trustees.

Suggested Motion:

1. Commissioner moves:

> "I move that the City Commission appoint _____ to the Tourism Business Improvement District Board of Trustees for the remainder of a four-year term through June 30, 2019."

2. Mayor requests a second to the motion, public comment, Commission discussion, and calls for the vote.

Staff Recommendation:

It is recommended that the City Commission appoint Sandra Johnson-Thares to the Tourism Business Improvement District Board of Trustees for the remainder of a four-year term through June 30, 2019.

Summary:

Scott Arensmeyer was appointed to the Board on April 3, 2014, to fill a partial term and was reappointed on July 7, 2015. He has recently stepped down from the Board, so the vacancy will need to be filled. The partial term will run through June 30, 2019.

Executive Director for Great Falls Tourism, Rebecca Engum sent out letters announcing the opening to the members within the Tourism Business Improvement District and received two applications. The Board reviewed the applications received from Mr. Larry Gooldy II and Ms. Sandra Johnson-Thares. The Board recommended Ms. Johnson-Thares to fill the vacancy.

Ms. Johnson-Thares served on the Board from December 2008 through June 30, 2017, and was replaced by David Buckingham when her term expired in 2017.

Background:

The Tourism Business Improvement District (TBID) was established by Resolution 9792 on December 2, 2008, and re-created by Resolution 10222 for an additional ten years on February 6, 2018. Its overall purpose is to utilize tax dollars through the TBID assessment and direct those monies to be used for the purpose of promoting tourism, conventions, trade shows, and travel to the City of Great Falls. Trustees must be owners of property within the TBID or their assignees.

Current members on the Board:

	Term
Becky Amaral-Miller	7/3/12 -- 6/30/20
Robert Dompier	7/19/16 -- 6/30/19
Scott Shull	5/3/11 -- 6/30/22
Malissa Hollan	12/1/09 -- 6/30/21
David Buckingham	10/17/17 -- 6/30/21
Laurie Price-Manning	11/18/14 -- 6/30/20

Alternatives:
Continue to seek applications for the opening.

Concurrences:
Tourism Business Improvement District Board recommended appointing Ms. Johnson-Thares for the remainder of a four year term.

ATTACHMENTS:

- Recommendation from Board
- Application - Gooldy
- Application - Johnson-Thares

27 July 2018

Great Falls Mayor and Great Falls City Commissioners
City of Great Falls Montana
P O Box 5021
Great Falls MT 59403

Mayor and Commissioners:

The Great Falls Montana Tourism Business Improvement District (TBID) Board of Trustees through unanimous consensus would like to recommend that Sandra Johnson-Thares be appointed as trustee to the Great Falls Montana Tourism Business Improvement District for the remaining term vacated by Scott Arensmeyer, which would end 6/30/2019.

Sandra Johnson-Thares is with the O'Haire Motor Inn and is:

1. Owner of land within the geographic area of the TBID
2. Committed to the well-being of the TBID
3. Respected citizen and leader
4. Able to work effectively as part of a group
5. Competent in an area of value to achieve objectives of the TBID
6. Able to maintain a commitment for the term of appointment
7. Balances board in terms of representation of large, medium and small hotel properties

Ms. Johnson-Thares has served previously on the TBID Board of Directors. There was one additional candidate that was considered, and the Board placed Ms. Johnson-Thares' extensive experience in the industry, the size of her property and owner versus owner's representative as the ultimate consideration in the recommendation. Thank you for your consideration.

Sincerely,

[redacted]

Rebecca Engum
Executive Director

BOARDS AND COMMISSIONS
CITIZEN INTEREST FORM
(PLEASE PRINT OR TYPE)

RECEIVED
MAY 17 2018
CITY MANAGER

Thank you for your interest. Citizen volunteers are regularly appointed to the various boards and commissions. This application subject to Montana Right to Know laws.

Board/Commission Applying For: Great Falls Montana Tourism Business Improvement District Board of Directors		Date of Application: 5/17/2018
Name: Larry Gooldy II.		
Home Address: 2612 1st Ave N. Great Falls, MT. 59401		Email address: larry.gooldy@pillarhotels.com
Home Phone: 406-403-3430	Work Phone: 406-454-3000	Cell Phone: 406-403-3430
Occupation: General Manager	Employer: Aimbridge Hospitality Fairfield Inn	
Would your work schedule conflict with meeting dates? Yes □ X No □ (If yes, please explain)		
Related experiences or background: 27 years in airline industry, 21 years in Great Falls as station manager. 1 year Manager experience at Sam's club. 1 year General Manager at Fairfield Inn Served on Board of Director's at Center Stage Theater and Voyager's Baseball stadium		
Educational Background: Working on Business Management degree currently		

IF NECESSARY, ATTACH A SEPARATE SHEET FOR YOUR ANSWERS TO THE FOLLOWING:

Previous and current service activities:	Currently active volunteer for Eagle Mount Serve in Ski, Equestrian and Rafting programs
Previous and current public experience (elective or appointive):	N/A
Membership in other community organizations:	Chamber of Commerce

Have you ever worked for or are you currently working for the City of Great Falls? Yes □ No ☒ If yes, where and when?
Do you have any relatives working or serving in any official capacity for the City of Great Falls? Yes □ No ☒ If yes, who, which department, and relationship?
Have you ever served on a City or County board? Yes □ No ☒ If yes, what board and when did you serve?
Are you currently serving on a Board? Yes □ No ☒ If yes, which board?
Please describe your interest in serving on this board/commission? Have a vested interest in Great Falls and the tourism of our community. I would like to lend my experience and talents with others to improve how we are, and where we can be in the future through the attraction of others coming to our community.
Please describe your experience and/or background which you believe qualifies you for service on this board/commission? I bring a unique base of job related knowledge from three separate entities in Great Falls, Aviation, Retail, and currently Hospitality. I feel that I can add to the discussion on a wide range of subjects that effect continued growth and diversification.
Additional comments: If selected I look forward to assisting and helping direct the growth of our Community. To attract others to visit, share, and return though efforts we can develop together.
Signature [redacted] Date: 5/17/18

If you are not selected for the current opening, your application may be kept active for up to one year by contacting the City Manager's office. Should a board/commission vacancy occur within 30 days from the last City Commission appointment, a replacement member may be selected from citizen interest forms submitted from the last advertisement. For more information, contact the City Manager's office at 455-8450.

Return this form to:

City Manager's Office
P.O. Box 5021
Great Falls, MT 59403

Fax:
(406) 727-0005

Email:
kartis@greatfallsmt.net

LARRY R GOOLDY II

2612 1ST AVE N, GREAT FALLS, MONTANA 59401
Home: 406-403-3430
larjeng@yahoo.com

SUMMARY

I am seeking employment that will continue to use my 28 years of management and customer service experience to grow and serve your company and the customers you wish to reach.

EXPERIENCE

Fairfield Inn
Great Falls, Montana

General Manager 6/2017 to Present

Serve as primary leader for the hotel. Duties included but not limited to, all service, regulatory, sales, and company standards are met or exceeded. Maintaining a 100% safety record for employee and guest safety. Continuous improvement through audit and training of employees. Budgetary preparation and control. Hiring and employee relations. Training to company standards. Acts as the community representative for all hotel related items dealing with news, support, and civic functions. Other duties and projects as assigned

SAM'S CLUB
Great Falls, Montana

Fresh Assistant Manager 12/2015 to 6/ 2017

Serve as the leader of all Fresh operations and as part of the overall management team. Duties included but not limited to, Plan the production, labor and execution for major and daily Fresh events. Maintain Fresh results and compliance in sales and regulatory compliance. Manage and enforce Sam's Club standards though training, standards, audit, and accountability. Drive Fresh sales and profit through presentation, inventory control, budgetary compliance, consistency. Development and supervision of Fresh associates. Community representative for store marketing. Active volunteer with Eagle Mount. Other duties and projects as assigned.

HORIZON AIR, GREAT FALLS, MT
Great Falls, Montana

Manager 10/1996 to 07/2015

Served as the sole leader for daily operations for Horizon and Alaska Airlines in Great Falls. Duties included but not limited to, all service, regulatory, security, and company standards are met or exceeded. Maintaining a 100% safety record for employee and customer safety. Continuous improvement through audit and training of employees. Budgetary preparation and control. Hiring and employee relations. Training to regulatory or company standards. Community representative for all airline related items dealing with news, support, and civic functions. Other duties and projects as assigned.

HORIZON AIR
Seattle, WA

Supervisor 02/1991 to 10/1996

Supervisor all aspects of hub operations including, ground operations, customer services, and cargo operations. Maintain, audit, and train employees to the company and regulatory standards. Maintain employee and passenger safety. Interviewing and hiring duties. Administrative functions, and other duties/services as assigned.

HORIZON AIR
Pasco, WA

Lead Service Agent 05/1988 to 02/1991
Leading and training of staff members, customer service, flight operations, airport operations, auditing, safety and compliance related duties.

EDUCATION

AA: BUSINESS MANAGEMENT (in progress) 2018
Great Falls College MSU, Great Falls, Montana
Current GPA 3.6

DIPLOMA: GENERAL STUDIES 1987
Riverview High School City Area Vocational School, Finley Kennewick, WA
General Studies

SKILLS

Great attention to detail, and safety standards. Strong flexibility and multitasking in a fast-paced work environment. Excellent people and customer service skills. Ability to build relationships with our customers, develop business relationships with the community and resolve conflicts that may arise. Excellent leadership and presentation skills. Good decision-making and problem solving ability. Proficient in all forms of office tools and programs. Over 22 years of leadership in ever increasing roles of responsibility.

BOARDS AND COMMISSIONS
CITIZEN INTEREST FORM
(PLEASE PRINT OR TYPE)

Thank you for your interest. Citizen volunteers are regularly appointed to the various boards and commissions. This application subject to Montana Right to Know laws.

Board/Commission Applying For:	Date of Application:
Great Falls Tourism Business Improvement Dist	6-25-18

Name: Sandra Johnson Thares

Home Address:	Email address:
808 5th Ave N, 59401	omi@mcn.net

Home Phone:	Work Phone:	Cell Phone:
453-9033	454-2141	788-5682

Occupation:	Employer:
Hotel owner, operator	BigSky Development Ent. DBA O'Haire Motor Inn

Would your work schedule conflict with meeting dates? Yes ☐ No ☒ (If yes, please explain)

Related experiences or background:
Please see resume

Educational Background:
BS - Communications

IF NECESSARY, ATTACH A SEPARATE SHEET FOR YOUR ANSWERS TO THE FOLLOWING:

Previous and current service activities:
State of MT Tourism Advisory Council, TBID, GFAIA, GFPD volunteer

Previous and current public experience (elective or appointive):
TBID, Tourism Advisory Council - MT

Membership in other community organizations:
Scouts

Have you ever worked for or are you currently working for the City of Great Falls? Yes □ No ☒ If yes, where and when?

Do you have any relatives working or serving in any official capacity for the City of Great Falls? Yes □ No ☒ If yes, who, which department, and relationship?

Have you ever served on a City or County board? Yes ☒ No □ If yes, what board and when did you serve?

TBID 2009-2017, Big Sky Pio Rodeo Committee 07-13,

Are you currently serving on a Board? Yes □ No ☒ If yes, which board?

Please describe your interest in serving on this board/commission?

As a property owner I feel its important to have owners voices at the TBID table. I rarely missed a meeting in prior service to TBID.

Please describe your experience and/or background which you believe qualifies you for service on this board/commission?

Prior service on TBID, 24 years operating a property in downtown Great Falls. I also believe its important to have a nonfranchised hotel represented on TBID.

Additional comments:

Please see attached resume.

Signature [redacted]	Date:

If you are not selected for the current opening, your application may be kept active for up to one year by contacting the City Manager's office. Should a board/commission vacancy occur within 30 days from the last City Commission appointment, a replacement member may be selected from citizen interest forms submitted from the last advertisement. For more information, contact the City Manager's office at 455-8450.

Return this form to:

City Manager's Office
P.O. Box 5021
Great Falls, MT 59403

Fax:
(406) 727-0005

Email:
kartis@greatfallsmt.net

Sandra Johnson Thares

17 7th Street South • Great Falls, MT 59401 • Cell: 406-788-5682 • Business: 406-454-2141 • E-Mail: omi@mcn.net

Experience

Big Sky Development Enterprises, Inc., Great Falls, Montana

DBA. O'Haire Motor Inn, Sip 'n Dip Lounge, Clark & Lewie's Pub and Grill

General Manager, Operating Partner 1994-Current

- Overall daily management of full service lodging property. Guide 60+ employees daily to achieve guest expectations. Duties include: everything but being the mermaid.

Lee Enterprises, Billings, Montana

Newspaper Design 1987-1994

- Responsible for layout of advertising and editorial content for Billings Business News, Billings Gazette, Billings Shopper, Penny Nickel Shopper publications. Began my work in this field when type was printed out in strips, trimmed, waxed and laid on grid paper that was then sent to plate room. As technology began to change I embraced Mac computers to teach myself digital layout and design.

Best Western Ponderosa Inn, Billings, Montana

Front Desk Clerk, Cocktail Waitress and Bartender 1988-1992

- Duties included guest service at the front desk and lounge. I learned all aspects of working in a hotel property from reservations to bookkeeping, cost controls, best guest service practices, communications, and management.

Education

CHA Accreditation, American Hotel and Lodging Association 1999
Continuing education required to earn recertification required every 4 years.
Bachelor of Science, Eastern Montana College (MSU Billings) 1997

Community Involvement and Leadership Examples

Chairman and Board Member, Montana Lodging and Hospitality Association. 2014-1999
Great Falls Tourism Business Improvement District Board Member 2017 -2009
President, VP, Sec/Treas., Great Falls Area Lodging Association Current -1994
Vice President and Committee Member, Big Sky Pro Rodeo Roundup 2013-2007
Chairman and Member, Tough Enough To Wear Pink Fundraising Committee Current-2008
Committee member, Whittier Elementary PTA 2014-2010
Chairman and Member, Union Activities Board of Eastern Montana College 1991- 1987
International Trustee, Key Club International 1987-1986

Item: August 7, 2018 - - City Commission Meeting Minutes

From: City Clerk's Office

Presented By: City Commission

ATTACHMENTS:

- Draft August 7, 2018 - - City Commission Meeting Minutes

JOURNAL OF COMMISSION PROCEEDINGS
August 7, 2018
Regular City Commission Meeting
Commission Chambers Room 206

CALL TO ORDER 7:00 P.M.

PLEDGE OF ALLEGIANCE

Mayor Pro Tempore Bill Bronson requested members of the Boy Scout Troop in attendance lead the Commission in the Pledge of Allegiance.

ROLL CALL

City Commission members present: Mayor Pro Tempore Bill Bronson, Mary Sheehy Moe, Owen Robinson and Tracy Houck. Mayor Kelly was excused. Also present were City Manager Greg Doyon and Deputy City Manager Chuck Anderson; Deputy City Clerk Darcy Dea; Public Works Director Jim Rearden; Planning and Community Development Director Craig Raymond; Finance Director Melissa Kinzler; Park and Recreation Director Steve Herrig; Fire Chief Steve Hester; City Attorney Sara Sexe; and Police Chief Dave Bowen.

AGENDA APPROVAL

City Manager Greg Doyon noted that items 17 & 19 were updated with minor changes after original posting. No changes were proposed by the City Commission. The agenda was approved.

CONFLICT DISCLOSURE/ EX PARTE COMMUNICATIONS

Commissioner Robinson announced that he would be abstaining from the vote and participation in discussion with regard to Item 6 of the Consent Agenda. Mayor Pro Tempore Bronson announced that he would be abstaining from the vote and participation in discussion with regard to Agenda Item 23.

PETITIONS AND COMMUNICATIONS

1. **Miscellaneous reports and announcements.**

Katie Hanning, 3217 4th Avenue North, representing the Parking Advisory Commission, commented that coins could still be used in the parking meters downtown, as well as utilizing the parking app. The handicap spaces can be utilized for up to eight hours.

Brett Doney, Great Falls Development Authority (GFDA), 300 Central Avenue, commented that according to the US Census, the City is becoming a younger Metropolitan area.

John Hubbard, 615 7th Avenue South, referred to an article from the *Great Falls Tribune*, and commented that the City's poverty level is on the rise. Mr. Hubbard expressed opposition to the Great Falls Park District Number 1 assessments being adjusted annually.

NEIGHBORHOOD COUNCILS

2. **Miscellaneous reports and announcements from Neighborhood Councils.**

None

BOARDS AND COMMISSIONS

3. **Miscellaneous reports and announcements from Boards and Commissions.**

None

CITY MANAGER

4. **Miscellaneous reports and announcements from the City Manager.**

City Manager Greg Doyon thanked Great Falls Development Authority (GFDA) for its acknowledgement of the City's investment in Economic Development. Manager Doyon reported that:

- The first session of the City 101 program was a success, and that there was good feed back.
- Fire conditions are high due to the change of weather and encouraged citizens to be cautious of outdoor activities.
- Mansfield Supervisor Dona Hughes retired from the City on August 1, 2018 with more than 20 years of service. Owen Grubenhoff has been appointed as the new Events Manager.
- The Police Department's "Lip Sync Challenge" is posted on their Facebook page.

CONSENT AGENDA

5. Minutes, July 17, 2018, Commission Meeting.

6. Total Expenditures of $6,509,562 for the period of June 30, 2018 through July 25, 2018, to include claims over $5,000, in the amount of $6,097,250.

7. Contracts List.

8. Approve cancellation of outstanding and unpaid checks over one (1) year old.

9. Award a contract in the amount of $199,911.96 to Geranios Enterprises, Inc., for the 43rd Street North / 8th Avenue North Street Reconstruction, and authorize the City Manager to execute the construction contract documents. **OF 1679.9**

10. Award a contract in the amount of $217,980.00 to Central Excavation for the Lift Station #8 Removal, and authorize the City Manager to execute the construction contract documents. **OF 1722.2**

11. Award a contract for the 16th Avenue South / Prospect Heights Storm Drain Improvements, in the amount of $166,756.10 to Horn Construction and authorize the City Manager to execute the construction contract documents. **OF 1666.7**

12. Award a contract in the amount of $134,863.80 to Geranios Enterprises, Inc., for the Miscellaneous Drainage Improvements NW Side Alleys Phase 2 and authorize the City Manager to execute the construction contract documents. **OF 1666.8**

13. Award a contract in the amount of $260,520.00 to Ed Boland Construction Inc. for the Lift Station 9 Rehabilitation Project, and authorize the City Manager to execute the construction contract documents. **OF 1722.1**

14. Award a contract in the amount of $378,950.00 to Planned and Engineered Construction Inc. (PEC) for the Sanitary Sewer Trenchless Rehabilitation, Phase 21, and authorize the City Manager to execute the construction contract documents. **OF 1674.8**

15. Award a contract in the amount of $123,806.00 to Thomas Dean & Hoskins, Inc., for the CMATP Storm Drain Improvements Design, Phase 3, and authorize the City Manager to execute the construction contract documents. **OF 1658.1**

16. Approve the purchases of water meter equipment for the 2019 Fiscal Year from Ferguson Enterprises, Inc. in an amount not to exceed $240,000.

Commissioner Robinson moved, seconded by Commissioner Houck, that the City Commission approve the Consent Agenda as presented, excluding Item 6.

Mayor Pro Tempore Bronson asked if there were any comments from the public or discussion amongst the Commissioners. Hearing none, Mayor Pro Tempore Bronson called for the vote.

Motion carried 4-0

Commissioner Moe moved, seconded by Commissioner Houck, that the City Commission approve Agenda Item 6.

Mayor Pro Tempore Bronson asked if there were any comments from the public or discussion amongst the Commissioners. Hearing none, Mayor Pro Tempore Bronson called for the vote.

Motion carried 3-0-1 (Commissioner Robinson abstaining.)

PUBLIC HEARINGS

17. Resolution 10243, to Levy and Assess Street Maintenance District.

Finance Director Melissa Kinzler reported the Street Division maintains approximately 383 miles of streets and alleys within the City limits. Maintenance consists of pavement rehabilitation and restoration, street cleaning, snow and ice removal, alley maintenance, and the nuisance weed program. In addition, traffic operations are responsible for the maintenance of all roadway signs, signals and pavement markings.

For Fiscal Year 2019, the Street Maintenance Assessment will remain the same as Fiscal Year 2018. The total assessment is $4,583,265, and will result in an annual assessment of $110.27 for an average size lot of 7,500 square feet.

Mayor Pro Tempore Bronson asked if the Commission had any questions of staff. Hearing none, Mayor Pro Tempore Bronson declared the public hearing open.

No one spoke in support of Resolution 10243.

Speaking in opposition to Resolution 10243 was:

John Hubbard, 615 7th Avenue South, opposed having additional taxes.

Mayor Pro Tempore Bronson closed the public hearing and asked if there was any discussion amongst the Commissioners and Staff.

Commissioner Houck clarified that levy and assess does not increase taxes.

Mayor Pro Tempore Bronson asked the will of the Commission.

Commissioner Houck moved, seconded by Commissioner Robinson, that the City Commission adopt Resolution 10243.

Mayor Pro Tempore Bronson asked if there was any discussion amongst the Commissioners. Hearing none, Mayor Pro Tempore Bronson called for the vote.

Motion carried 4-0

18. Resolution 10244, to Levy and Assess Properties within Special Improvement Lighting Districts.

Finance Director Melissa Kinzler reported there are currently 27 Special Improvement Lighting Districts (SLD's) with approximately 9,429 roadway lights. The majority (97%) of the roadway

lights are owned by NorthWestern Energy. The City pays a maintenance fee to NorthWestern Energy for these lights in addition to a fee which covers the electrical transmission and distribution. The remaining 3% of roadway lights are City-owned.

The assessment amount is $1,164,252. The total assessment amount reflects a 0% increase from the prior fiscal year.

Mayor Pro Tempore Bronson asked if the Commission had any questions of staff.

Commissioner Houck clarified again that levy and assess does not increase taxes.

Mayor Pro Tempore Bronson declared the public hearing open.

No one spoke in support of Resolution 10244.

Speaking in opposition to Resolution 10244 was:

John Hubbard, 615 7th Avenue South, inquired about how levy and assess does not increase taxes. Mr. Hubbard further inquired about his friend's property not having street lights, but is being taxed for them.

Finance Director Kinzler responded that State Statute requires the City to levy and assess even if there is no increase. Director Kinzler further responded that citizens could be taxed even though street lights are not directly on their property and suggested that Mr. Hubbard's friend contact her.

Mayor Pro Tempore Bronson closed the public hearing and asked if there was any discussion amongst the Commissioners and Staff. Hearing none, Mayor Pro Tempore Bronson asked the will of the Commission.

Commissioner Houck moved, seconded by Commissioner Robinson, that the City Commission adopt Resolution 10244.

Mayor Pro Tempore Bronson asked if there was any discussion amongst the Commissioners. Hearing none, Mayor Pro Tempore Bronson called for the vote.

Motion carried 4-0

19. **Resolution 10245, to Levy and Assess Special Improvement General Boulevard Maintenance District No. 3570.**

Finance Director Melissa Kinzler reported the Park and Recreation Department – Boulevard Division is responsible for the care and maintenance of over 13,331 street trees located within the General Boulevard District. Services provided within the District are tree pruning, tree removal, tree planting, leaf pickup and streetscape design.

The assessment amount for the General Boulevard Maintenance District for the next fiscal year is $386,564 and will result in an assessment of $81.69 for an average size lot of 7,500 square feet.

Mayor Pro Tempore Bronson asked if the Commission had any questions of staff. Hearing none, Mayor Pro Tempore Bronson declared the public hearing open.

No one spoke in support of or in opposition to Resolution 10245.

Mayor Pro Tempore Bronson closed the public hearing and asked if there was any discussion amongst the Commissioners or Staff. Hearing none, Mayor Pro Tempore Bronson asked the will of the Commission.

Commissioner Houck moved, seconded by Commissioner Robinson, that the City Commission adopt Resolution 10245.

Mayor Pro Tempore Bronson asked if there was any discussion amongst the Commissioners.

Commissioner Houck commented that Resolution 10245 does involve an increase, however, the community recognized the priority in the Park District Master Plan.

There being no further discussion, Mayor Pro Tempore Bronson called for the vote.

Motion carried 4-0

20. **Resolution 10246, to Levy and Assess Special Improvement Portage Meadows Maintenance District No. 1195.**

Finance Director Melissa Kinzler reported that Special Improvement Maintenance District 1195 is for the purpose of maintaining the Green Belt of the Portage Meadows Addition. The assessment covers the costs of materials, snow removal labor, water, mowing labor, fertilizer costs, and aerification.

An increase of 7% has been proposed for Fiscal Year 2019 to help with increased operations and capital improvements to the irrigation system. The last Portage Meadows Maintenance District increase of 24% was approved in Fiscal Year 2015.

Mayor Pro Tempore Bronson asked if the Commission had any questions of staff.

Commissioner Houck received clarification that the process for advertising Resolution 10246 was through the *Great Falls Tribune,* and not at a Neighborhood Council meeting.

Mayor Pro Tempore Bronson received clarification that there is no formal organization at the Portage Meadows subdivision which tracks the increases and rates.

Mayor Pro Tempore Bronson declared the public hearing open.

No one spoke in support of or opposition to Resolution 10246.

Mayor Pro Tempore Bronson closed the public hearing and asked if there was any discussion amongst the Commissioners or Staff. Hearing none, Mayor Pro Tempore Bronson asked the will of the Commission.

Commissioner Robinson moved, seconded by Commissioner Houck, that the City Commission adopt Resolution 10246.

Mayor Pro Tempore Bronson asked if there was any discussion amongst the Commissioners. Hearing none, Mayor Pro Tempore Bronson called for the vote.

Motion carried 4-0

21. **Resolution 10252, to amend building permit fees per Exhibit A- Permit Fee Schedule.**

Planning and Community Development Director Craig Raymond reported this agenda item is a request to amend the building permit fee schedule by reducing all building related permit fees by 5% across the board. These fees only pertain to those fees charged by the Building Safety Division for the permitting and inspection of buildings in accordance with adopted building safety codes. Fees that are charged in processing land use applications and other Public Works and Engineering permits such as annexations, subdivisions, water and sewer connections, and right of way permits remain unchanged at this time.

The Commission adopted Resolution 9933 in July, 2011, increasing permit fees for building, electrical, mechanical, plumbing and other permit fees related to the Building Safety Division operations. In April, 2014, the Commission adopted Resolution 10064 further increasing related fees, as well as plan review fees. Administrative Rule of Montana (ARM) 24.301.203(5) limits the Building Safety Reserve Fund to a maximum that which is necessary to support department operations for a period of 12 months. Currently, the fund balance for the Building Safety Division is approaching this maximum limit which necessitates the Commission take action in order to keep the City in compliance with this rule.

Mayor Pro Tempore Bronson asked if the Commission had any questions of staff. Hearing none, Mayor Pro Tempore Bronson declared the public hearing open.

Speaking in support of Resolution 10252 were:

Katie Hanning, 3217 4th Avenue North, expressed support on behalf of the Home Builders Association.

Brett Doney, Great Falls Development Authority (GFDA), 300 Central Avenue, expressed support, but cautioned that there needs to be a balance with time sensitive projects.

No one spoke in opposition to Resolution 10252.

Mayor Pro Tempore Bronson closed the public hearing and asked if there was any discussion amongst the Commissioners and staff.

Director Raymond pointed out that the ARM limits the Building Safety Reserve Fund to a maximum which is necessary to support department operations for a period of 12 months.

There being no further discussion, Mayor Pro Tempore Bronson asked the will of the Commission.

Commissioner Robinson moved, seconded by Commissioner Houck, that the City Commission adopt Resolution 10252 to amend building permit fees per Exhibit A - Permit Fee Schedule.

Mayor Pro Tempore Bronson asked if there was any discussion amongst the Commissioners.

Commissioner Moe expressed appreciation for the efforts made by staff.

There being no further discussion, Mayor Pro Tempore Bronson called for the vote.

Motion carried 4-0

22. **Sky-line Addition Lots 1A, 2A, 3-5. and 6A; Tract 2 of Certificate of Survey #5150; and the adjoining right-of-way of Skyline Drive NW.**

1. **Resolution 10253, to annex subject properties and Improvement Agreements and accompanying Findings of Fact.**
2. **Ordinance 3191, to establish R-2 Single-family Medium Density zoning for the subject properties.**

Planning and Community Development Director Craig Raymond reported that this agenda item is a request to conduct a public hearing and adopt Resolution 10253 and accompanying findings of fact to annex the subject property, approve the Improvement Agreements, and to adopt Ordinance 3191 with accompanying findings of fact assigning R-2 Single family Medium Density zoning to the subject property upon annexation.

There are currently six residential properties located on the south side of Skyline Drive NW that are legally described as Sky-line Addition Lots 1A, 2A, 3-5, and 6A. The six lots have been connected to a 2" water line that provided City water even though the properties are located in the County. This service line had multiple failures in the past and was made of a material that is no longer used by the City. The line was allowed to be repaired one last time in 2013. At that time, the property owners were informed that the City would not repair the noncomplying line in the future.

At the beginning of 2017, the Public Works Department noticed that the water line was leaking significantly, and the City met with the owners to explain the process and the costs involved with the improvements. Staff informed the property owners that it would be more feasible financially for all the property owners to petition to annex at the same time. At that time, a seventh property

owner to the north of Skyline Drive NW was informed of the annexation and decided to petition to annex a vacant parcel of land in order to build a new single-family home.

The Improvement Agreements, which are specific to each lot being annexed, stipulate which parties are responsible for certain fees to be paid for recording fees, and development costs associated with storm drain, water and sewer lines as well as street improvements along the frontage of Skyline Drive. The Improvement Agreements also provide for a modification of timing for connection to the existing sewer main south of the subject properties after their respective septic systems fail. Additionally, in the case of the Jeulf's property, there are requirements to extend a sewer main within the Skyline Drive rights-of-way at this time since there is no adequate sewer main to serve property north of Skyline Drive.

Mayor Pro Tempore Bronson asked if the Commissioners had any questions of staff or the applicants.

Commissioner Robinson received clarification that the seventh property would be zoned R-2.

Commissioner Moe received clarification that the public hearing would entail both Resolution 10253, as well as Ordinance 3191. Commissioner Moe received clarification that the vote from the Zoning Commission to approve the proposed annexation was unanimous. She received clarification that Neighborhood Council #3 was informed, however, did not vote on the issue due to being on summer break.

There being no further discussion, Mayor Pro Tempore Bronson asked if there were any comments from the applicants. Hearing none, Mayor Pro Tempore Bronson declared the public hearing open.

No one spoke in support of or in opposition to Resolution 10243 or Ordinance 3191.

Mayor Pro Tempore Bronson closed the public hearing and asked if the Commissioners had any further questions of staff or the applicants. Hearing none, Mayor Pro Tempore Bronson asked the will of the Commission.

Commissioner Houck moved, seconded by Commissioner Robinson, that the City Commission adopt Resolution 10253 to annex Sky-line Addition Lots 1A, 2A, 3-5 and 6A; Tract 2 of Certificate of Survey # 5150; and the adjoining right-of-way of Skyline Drive NW, approve the Improvement Agreements pertaining to the subject properties and the accompanying Findings of Fact.

Mayor Pro Tempore Bronson asked if there was any discussion amongst the Commissioners. Hearing none, Mayor Pro Tempore Bronson called for the vote.

Motion carried 4-0

Commissioner Moe moved, seconded by Commissioner Robinson, that the City Commission adopt Ordinance 3191 and the accompanying Findings of Fact.

Mayor Pro Tempore Bronson asked if there was any discussion amongst the Commissioners. Hearing none, Mayor Pro Tempore Bronson called for the vote.

Motion carried 4-0

23. **Ordinance 3190 to rezone the property located in The Great Falls Water Power and Townsite Company's First Addition, Block 405, Lots 8-14 from PUD Planned Unit Development to R-3 Single-family high density.**

Planning and Community Development Director Craig Raymond reported that this agenda item is a request to conduct a public hearing and adopt Ordinance 3190 providing for a rezone of certain property located within the Great Falls Water Power and Townsite Company's First Addition, Block 405, Lots 8-14 which is located at the northwest corner of 3rd Avenue South and 14th Street South.

Previously, the applicant had proposed to develop a unique style of pocket neighborhood in Great Falls on a 1.21 acre parcel. The Commission approved a rezone of the property from R-3 Single Family to PUD to accommodate the project on December 5, 2017, and also approved a Preliminary Plat approval for a subdivision for the development, however, the developer never proceeded to Final Plat.

Due to the costs of the project related to the types of soils, groundwater and the required foundations, the applicant has decided to not move forward with the pocket neighborhood concept and is proposing to build seven, single family homes on the existing lots which were never divided. Because the PUD was designed and approved for the unique nature of the project, the PUD zoning does not permit the new proposal for the property. The applicant is requesting a zoning map amendment to rezone the property back to R-3 Single-family high density.

Mayor Pro Tempore Bronson asked if the Commissioners had any questions of staff. Hearing none, Mayor Pro Tempore Bronson declared the public hearing open.

No one spoke in support of or in opposition to Ordinance 3190.

Mayor Pro Tempore Bronson closed the public hearing and asked if the Commissioners had any further questions of staff. Hearing none, Mayor Pro Tempore Bronson asked the will of the Commission.

Commissioner Moe moved, seconded by Commissioner Houck, that the City Commission adopt Ordinance 3190 and the Findings of Fact.

Mayor Pro Tempore Bronson asked if there was any discussion amongst the Commissioners.

Commissioner Houck commended everyone involved in the project for providing infill for the community.

There being no further discussion, Mayor Pro Tempore Bronson called for the vote.

Motion carried 3-0-1 (Mayor Pro Tempore Bronson abstaining.)

OLD BUSINESS

NEW BUSINESS

ORDINANCES/RESOLUTIONS

24. **Resolution 10247, to Levy and Assess the Great Falls Park District Number 1.**

Finance Director Melissa Kinzler reported that on June 5, 2018, the City Commission adopted Resolution 10238 creating the Great Falls Park District Number 1. The estimated annual assessment for a $100,000 market value property would be $22.92. On July 17, 2018, the Commission adopted the budget for the district which reflected $1,500,000.

Commissioner Robinson moved, seconded by Commissioner Houck, that the City Commission set public hearing date on Resolution 10247 for September 4, 2018 to levy and assess the Great Falls Park District Number 1.

Mayor Pro Tempore Bronson asked if there were any comments from the public or discussion amongst the Commissioners. Hearing none, Mayor Pro Tempore Bronson called for the vote.

Motion carried 4-0

25. **Ordinance 3180, to establish PUD Planned Unit Development zoning upon annexation for the property legally described in Certificate of Survey #5162,for a project known as Wheat Ridge Estates, Phase I.**

Planning and Community Development Director Craig Raymond reported that this agenda item is a request to accept Ordinance 3180 on first reading and set a public hearing for September 18, 2018 to consider the assignment of PUD zoning to the subject property upon annexation into the City.

The applicant, KYSO Corporation, is requesting annexation, zoning, and subdivision of a 21.10 acre parcel located south of the East Great Falls Retail Center anchored by the Walmart Superstore. The 21.10 acre parcel is one of three parcels that comprise 227.63 acres owned by the applicant. The 227.63 acres are bordered by the Walmart store and vacant, commercially zoned property to the north, the KOA Campground and vacant property to the west, vacant property to the south, and vacant property to the east. The northeast portion of the 227.63 acres adjoining US Highway 89 and the Malmstrom Air Force Base contains a 10.21 acre Airfield Restrictive Easement not being disturbed for development. Currently, these tracts are zoned Agricultural, which restricts development to single family detached units or two-unit dwellings on parcels that must be at least 20 acres in size. Because the 21.10 acre parcel is contiguous to the City limits as a result of the East Great Falls Retail Center annexation, it is eligible to be considered for annexation.

The applicant's request for PUD zoning is due to the mix of residential densities and a few mixed use commercial lots on the north end of the master planned project. There are some considerable issues and concerns with this particular project which are primarily related to methods of handling storm water in the basin, emergency services response times and access,

transportation connectivity as well as Malmstrom Air Force Base encroachment concerns.

Despite staff's recommendation and findings of fact supporting a denial of the project as it is proposed, the Planning Advisory Board ultimately voted in split decisions to recommend that the Commission approve of the annexation, PUD zoning as well as the preliminary plat. Regardless of the Planning Advisory Board/Zoning Commission recommendation, staff continues to disagree and still recommends denial based on the reasons listed in the agenda report and findings of fact that staff originally presented to the Planning Board.

Director Raymond introduced Attorney Abigail St. Lawrence, a representative of the applicant.

Abigail St. Lawrence, 432 North Last Chance Gulch, Helena, MT, encouraged the Commission to consider the memo submitted on behalf of KYSO Corporation and CNW Development which specifically addresses all of City staff's concerns with regard to storm water issues, emergency services response times and access, and the Malmstrom Air Force Base (MAFB) encroachment.

Ms. St. Lawrence explained that the storm water issues are due to run-off, which also relates to a current City litigation.

Referring to emergency services response times and access concerns, she commented that Wheat Ridge Estates' response times are already better than other response times in the City.

Ms. St. Lawrence commented that the encroachment concerns at MAFB are hinging on the idea of a future new fixed wing mission. She urged the Commission to consider the future of the City with regard to development, as well as encouraging new growth.

Manager Doyon pointed out that MAFB is not the only issue, and that the concern is public safety. Creating an impact fee would not be sufficient to maintain operations since current operations are already stretched. MAFB, as well as the Montana Air National Guard (MANG) have an impact to the local and state economy.

Referring to the litigation against the City, Manager Doyon cautioned the Commission about entertaining this proposal since there is active litigation on another adjacent property.

Manager Doyon urged the Commission to take into consideration the capacity of current staff to handle the initial subdivision and annexation request, as well as whether is could be fully served at a level Wheat Ridge Estates residents would expect.

In response to Commissioner Houck, Director Raymond suggested that in the interest of due process, a public hearing should be set or occur.

Commissioner Robinson moved, seconded by Commissioner Moe, that the City Commission accept Ordinance 3180 on first reading and set a public hearing for September 18, 2018.

Mayor Pro Tempore Bronson asked if there were any comments from the public.

Brett Doney, Great Falls Development Authority (GFDA), 300 Central Avenue, commented that the GFDA is neutral on the issue. However, he believes that City staff could work together with the applicants to work out the issues associated with the project. Mr. Doney commented that the response time issue for the Wheat Ridge Estates is the same concern as the property referenced in Ordinance 3191, and suggested the City be consistent.

Mayor Pro Tempore Bronson asked if there was any further discussion amongst the Commissioners.

Commissioner Houck inquired if either of the applicants were investors at GFDA.

Mr. Doney responded that KYSO Corporation has invested in GFDA. He further responded that GFDA is neutral on the Wheat Ridge Estates project, and that GFDA is a founding member of the Defense Alliance.

Commissioner Robinson pointed out that it is important to not delay the decision, and that the September 18, 2018 public hearing date gives the Commission enough time to make a decision.

Commissioner Houck received clarification that the best course of action would be to have the public hearing on September 18, 2018.

Commissioner Moe commented that there is an obligation to have the public hearing on September 18, 2018.

Mayor Pro Tempore Bronson commented that the appropriate course of action for land use matters is to have a public hearing. He further commented that all five members of the Commission will be present when making any final decision.

There being no further discussion amongst the Commissioners, Mayor Pro Tempore Bronson called for the vote.

Motion carried 4-0

CITY COMMISSION

26. **Miscellaneous reports and announcements from the City Commission.**

Commissioner Robinson announced that there is an opening of a new exhibit and a reception with guest speakers from the Police and Fire Departments on August 22, 2018 from 5:30 - 7:00 p.m. at the History Museum.

Mayor Pro Tempore Bronson announced that he will be attending Neighborhood Council 8's Fifteenth annual Ice Cream Social on August 9, 2018 from 6:00 - 8:00 p.m. at Memorial Park, and extended an invitation to the Commission, as well as the public.

Mayor Pro Tempore Bronson commented that having an accurate 2020 Census is an important consideration for the community for regaining a second congressional seat.

27. **Commission Initiatives.**

None

ADJOURNMENT

There being no further business to come before the Commission, **Commissioner Moe moved, seconded by Commissioner Houck, to adjourn the regular meeting of August 7, 2018, at 8:35 p.m.**

Motion carried 4-0

_____
Mayor Bob Kelly

_____
City Clerk Lisa Kunz

Minutes Approved:
August 21, 2018

Item: Total Expenditures of $3,852,077 for the period of July 14, 2018 through August 8, 2018, to include claims over $5,000, in the amount of $3,560,048.

From: Fiscal Services

Initiated By: City Commission

Presented By: Melissa Kinzler, Fiscal Services Director

ATTACHMENTS:

- 5000 Report

Agenda # 7
Commission Meeting Date: August 21, 2018

CITY OF GREAT FALLS
COMMISSION AGENDA REPORT

ITEM: $5,000 Report
Invoices and Claims in Excess of $5,000

PRESENTED BY: Fiscal Services Director

ACTION REQUESTED: Approval with Consent Agenda

LISTING OF ALL ACCOUNTS PAYABLE CHECKS ISSUED AVAILABLE ONLINE AT https://greatfallsmt.net/finance/checkregister

TOTAL CHECKS ISSUED AND WIRE TRANSFERS MADE ARE NOTED BELOW WITH AN ITEMIZED LISTING OF ALL TRANSACTIONS GREATER THAN $5000:

ACCOUNTS PAYABLE CHECK RUNS FROM JULY 26, 2018 - AUGUST 8, 2018	3,804,588.74
MUNICIPAL COURT ACCOUNT CHECK RUN FOR JULY 14, 2018 - JULY 31, 2018	47,488.45
TOTAL: $	3,852,077.19

SPECIAL REVENUE FUND

STREET DISTRICT

GREAT FALLS SAND & GRAVEL INC	ASPHALTIC CONCRETE MATERIAL	82,897.98
KUGLIN CONSTRUCTION	OF 1697.2 3RD AVE S HANDICAP RAMPS PHASE 2	18,441.13
KUGLIN CONSTRUCTION	OF 1730.2 ADA HANDICAP RAMPS 4TH ST NE, 6TH ST NE & 6TH AVE S	63,263.84

FEDERAL BLOCK GRANTS

MARTHA APARTMENTS LLC	RLF MARTHA APARTMENTS REIMBURSE	9,754.37

ENTERPRISE FUNDS

WATER

TD & H ENGINEERING	OF 1494.6 PROF SERVICES WM CROSSINGS MISSOURI & SUN	17,772.25
BLACK & VEATCH CORPORATION	OF 1519.6 WTP IMP PH 1 CONSTRUCTION	61,740.13
FERGUSON ENTERPRISES INC	METERS AND METER SUPPLIES	29,560.27
NALCO COMPANY	CHEMICALS ULTRON & POLYMER	39,779.25
LANDMARK STRUCTURES I, L.P.	OF 1625.2 GORE HILL TANK REPLACEMENT	404,240.08
UNITED MATERIALS OF GREAT FALLS	OF 1465.2 LOWER SOUTH SIDE WMR PHASE III	238,128.48

SEWER			
	CIP CONSTRUCTION TECHNOLOGIES	OF 1695.6 WEST BANK SANITARY SEWER MANHOLE LINING	12,815.39
STORM DRAIN			
	CENTRAL EXCAVATION	OF 1462.5 18TH ST S STORM DRAIN IMPROVEMENT PHASE 2B	571,634.20
	STATE OF MONTANA	1% WITHHOLDING FOR CENTRAL EXCAVATION	5,774.08
PARKING			
	STANDARD PARKING CORPORATION	CONTRACT SERVICES FOR JUNE 2018	32,359.14
INTERNAL SERVICES FUND			
HEALTH & BENEFITS			
	MONTANA MUNICIPAL INTERLOCAL AUTHORITY	EMPLOYEE INSURANCE PREMIUM FOR AUGUST 2018	795,096.55
INFORMATION TECHNOLOGY			
	DELL MARKETING LP	REPLACEMENT COMPUTERS FOR FY 2019	15,310.50
	SHI INTERNATIONAL CORP	50 - OFFICE 2016 STD LICENSES	12,232.00
	TYLER TECHNOLOGIES INC	ANNUAL LOGOS MAINTENANCE	150,000.00
CENTRAL GARAGE			
	MOUNTAIN VIEW CO-OP	FUEL-DIESEL	34,148.00
TRUST AND AGENCY			
COURT TRUST MUNICIPAL COURT			
	CITY OF GREAT FALLS	FINES & FORFEITURES COLLECTIONS	35,364.45
PAYROLL CLEARING			
	STATE TREASURER	MONTANA TAXES	53,027.00
	ICMA RETIREMENT TRUST	EMPLOYEE CONTRIBUTIONS	8,149.57
	FIREFIGHTER RETIREMENT	FIREFIGHTER RETIREMENT EMPLOYEE & EMPLOYER CONTRIBUTIONS	54,960.60
	STATEWIDE POLICE RESERVE FUND	POLICE RETIREMENT EMPLOYEE & EMPLOYER CONTRIBUTIONS	68,175.10
	PUBLIC EMPLOYEE RETIREMENT	PUBLIC EMPLOYEE RETIREMENT EMPLOYEE & EMPLOYER CONTRIBUTIONS	141,722.47
	US BANK	FEDERAL TAXES, FICA & MEDICARE	234,304.38
	AFLAC	EMPLOYEE CONTRIBUTIONS	10,346.04
	LABORERS INTERNATIONAL UNION	EMPLOYEE CONTRIBUTIONS	28,426.14
	WESTERN CONF OF TEAMSTERS	EMPLOYEE CONTRIBUTIONS	16,711.50
	MONTANA OE - CI TRUST FUND	EMPLOYEE CONTRIBUTIONS	27,799.78
	NATIONWIDE RETIREMENT SOLUTIONS	EMPLOYEE CONTRIBUTIONS	13,321.57
	MONTANA VEBA HRA	EMPLOYEE CONTRIBUTIONS	29,845.86

UTILITY BILLS

NORTHWESTERN ENERGY	MAY 2018 TRANSMISSION CHARGES	7,897.19
NORTHWESTERN ENERGY	JULY 2018 MONTHLY SLD CHARGES	79,069.06
NORTHWESTERN ENERGY	JUNE 2018 WATER PLANT CHARGES	18,397.02
ENERGY WEST RESOURCES	JULY 2018 MONTHLY CHARGES	14,971.77
TALEN TREASURE STATE	ELECTRICITY CHARGES FOR JULY 2018	122,611.20

CLAIMS OVER $5000 TOTAL: $ 3,560,048.34

Item: Contracts List

From: City Clerk's Office

Initiated By: Various Departments

Presented By: City Commission

ATTACHMENTS:

- Contracts List

CITY OF GREAT FALLS, MONTANA **AGENDA: 8**

COMMUNICATION TO THE CITY COMMISSION **DATE: August 21, 2018**

ITEM: CONTRACTS LIST
Itemizing contracts not otherwise approved or ratified by City Commission Action
(Listed contracts are available for inspection in the City Clerk's Office.)

PRESENTED BY: Lisa Kunz, City Clerk

ACTION REQUESTED: Ratification of Contracts through the Consent Agenda

MAYOR'S SIGNATURE: _____

CONTRACTS LIST

	DEPARTMENT	OTHER PARTY (PERSON OR ENTITY)	PERIOD	AMOUNT	PURPOSE
A	Great Falls Fire Rescue	A.T. Klemens	08/21/2018 – 06/30/2019	$4,432	Agreement for labor and materials to remove and replace the emergency generator panelboard at Fire Station #1, 105 9th Street South
B	Public Works/ Engineering	Robert A. Butcher and Barbara A. Butcher	Permanent	Clerk and Recorder recording fees	Easement – Secondary Ingress and Egress for property owner access across City property located at Lot 2A of the Amended Plat of Lots 1 and 2, Block 1, of the Sky-Line Addition to Great Falls **OF 1708**

C	Planning and Community Development	Montana Department of Transportation (MDT)	Perpetual	N/A	City/State Memorandum of Agreement for Sidewalk, Landscaping & Irrigation in State right-of-way adjacent to 4241 2nd Avenue North (State project # U-5210)
D	Public Works/ Engineering	Central Plumbing and Heating, Inc./Central Excavation	08/21/2018 – 09/31/2018	$17,888	Public Works Construction Agreement for repair of sewer service line and a small section of main in preparation for a cured in place lining project **OF 1674.4**

Item: Cancellation of Outstanding and Unpaid Checks from Municipal Court over a year old.

From: Jo Griner, Municipal Court Supervisor

Initiated By: Jo Griner, Municipal Court Supervisor

Presented By: Jo Griner, Municipal Court Supervisor

Action Requested: Approve cancellation of outstanding and unpaid checks over a year old issued by City of Great Falls Municipal Court.

Suggested Motion:

1. Commissioner moves:

> "I move that the City Commission (Approve/Deny) the cancellation of City of Great Falls checks that remain outstanding, and unpaid, for a period of one (1) year or longer as authorized by Mont. Code Ann. §7-6-4303, and authorize redistribution to the General Fund and the Municipal Court Unclaimed Restitution Fund."

2. Mayor requests a second to the motion, public comment, Commission discussion, and calls for the vote.

Staff Recommendation:

Staff recommends that the City Commission approve the cancellation of checks that remain outstanding, and unpaid, for the period of one (1) year or longer.

Summary:

Mont. Code Ann. §7-6-4303, authorizes the City Commission to cancel municipal checks that have remained outstanding and unpaid for a period of one (1) year or longer. Attached is the required list of the instruments to be cancelled including the check number, date, amount, and payee. A complete list is available in the City Clerk's Office. Municipal Court sends out two separate letters with affidavits to the address on record for the payee. If no response is received, a request to cancel the checks is sent to the City Commission. If a payee comes forward any time after the checks are cancelled, Municipal Court will generate a replacement check. All affidavits for replacement checks, that have been returned to the City, have had checks re-issued. The last time the City Commission approved cancellation of checks, issued by the Great Falls Municipal Court Department, was April 3, 2018.

Fiscal Impact:
The total amount of the checks that are written off ($4,314.18) is placed in the General Fund miscellaneous revenue and/or the Municipal Court Unclaimed Restitution Fund.

ATTACHMENTS:

- Redacted list of Checks

Current List of Outstanding and Unpaid Checks Over a Year Old

Type	Date Issued	Check No	Amount	1st Letter Mailed	2nd Letter Mailed
Rest	1/17/2017	33566	$50.00	5/8/2018	7/16/2018
Rest	1/30/2017	33595	$25.00	5/8/2018	5/14/2018
Rest	1/30/2017	33620	$50.00	5/16/2018	7/16/2018
Rest	2/15/2017	33668	$30.00	5/8/2018	5/14/2018
Rest	2/15/2017	33655	$60.00	5/8/2018	5/15/2018
Rest	2/15/2017	33674	$17.00	5/16/2018	5/30/2018
Rest	2/15/2017	33678	$25.00	5/16/2018	7/16/2018
Rest	2/28/2017	33727	$25.00	5/8/2018	5/14/2018
Rest	2/28/2017	33726	$25.00	5/16/2018	7/16/2018
Rest	3/31/2017	33934	$30.68	5/8/2018	5/14/2018
Rest	3/31/2017	33922	$25.00	5/16/2018	6/4/2018
Rest	3/31/2017	33931	$20.00	5/16/2018	7/16/2018
Rest	3/31/2017	33951	$50.00	5/16/2018	7/16/2018
Rest	4/13/2017	33999	$25.00	5/16/2018	7/16/2018
Bond	4/13/2017	34006	$755.00	5/16/2018	5/18/2018
Rest	5/15/2017	34076	$50.00	5/8/2018	5/14/2018
Refund	5/15/2017	34124	$35.00	5/8/2018	5/14/2018
Rest	5/15/2017	34094	$50.00	5/16/2018	7/16/2018
Rest	5/31/2017	34159	$77.00	5/16/2018	7/16/2018
Rest	5/31/2017	34160	$25.00	5/16/2018	7/16/2018
Bond	5/31/2017	34161	$185.00	5/16/2018	7/16/2018
Rest	5/31/2017	34164	$12.50	5/16/2018	7/16/2018
Other	5/31/2017	34190	$2.00	5/16/2018	7/16/2018
Rest	6/7/2017	34195	$1,350.00		
Rest	6/15/2017	34242	$50.00	5/16/2018	7/16/2018
Rest	6/30/2017	34297	$50.00	5/8/2018	5/14/2018
Rest	6/30/2017	34282	$50.00	5/16/2018	7/16/2018
Bond	7/13/2017	34317	$185.00	5/16/2018	7/16/2018
Rest	7/13/2017	34347	$100.00	5/16/2018	7/16/2018
Bond	7/31/2017	34382	$470.00	5/16/2018	7/16/2018
Rest	7/31/2017	34398	$50.00	5/16/2018	7/16/2018
Rest	8/14/2017	34426	$25.00	5/8/2018	5/14/2018
Bond	8/14/2017	34422	$285.00	5/16/2018	7/16/2018
Rest	8/14/2017	34451	$50.00	5/16/2018	7/16/2018
			$4,314.18		

Item: Construction Final Payment: 3rd Avenue South (46th Street South to 56th Street South) Handicap Ramps Phase II, Office File 1697.2.

From: Engineering Division

Initiated By: Public Works Department

Presented By: Jim Rearden, Public Works Director

Action Requested: Consider and Approve Final Pay Request.

Suggested Motion:

1. Commissioner moves:

   "I move the City Commission (approve/not approve) Final Payment for the 3rd Avenue South (46th Street South to 56th Street South) Handicap Ramps Phase II, in the amount of $8,121.96 to David Kuglin Construction and $82.04 to the State Miscellaneous Tax Fund and authorize the City Manager to make the payments."

2. Mayor requests a second, public comment, Commission discussion, and calls for the vote.

Staff Recommendation:

Approve final payment request.

Summary:

David Kuglin Construction completed the construction of the 3rd Avenue South (46th Street South to 56th Street South) Handicap Ramps Phase II project, completed the punch list items, and is requesting Final Payment.

Background:

Workload Impacts:

Design phase engineering and plans and specifications were completed by the City Engineering staff with assistance from City Street Division and Utilities. City Engineering staff provided construction phase engineering services and project inspection.

Purpose:

The primary objective of this project was to install sidewalk ramps at six intersections along 3rd Avenue South. These ramps are compliant with Americans with Disabilities Act (ADA) requirements. In addition to the sidewalk ramp installation, three storm drain inlets have been replaced as a part of this project.

Project Work Scope:

This project consisted of replacing approximately 604 lineal feet of integral concrete curb and gutter; 1,673 square feet of four inch concrete sidewalk; 2,744 square feet of six inch reinforced concrete; 21 truncated domes; 3 type I curb inlets with concrete aprons; 3,612 square feet of sod placement; and 570 square feet of seeding.

Final Payment:

The final project cost is $176,148.00 which is $22,162.00 less than the amount that was originally awarded and approved. This was accomplished by reducing the amount of excavation for the storm drain installation, and by making necessary field adjustments during construction to better fit site conditions.

Conclusion:

City staff recommends making the Final Payment. City staff has verified that David Kuglin Construction has completed all work and punch list items in accordance with the plans and contract. The two-year warranty period started at the time of substantial completion which was July 13, 2018.

Fiscal Impact:
City fuel tax and City storm drain funding were used to fund this project.

Alternatives:
The City Commission could vote to deny Final Payment.

ATTACHMENTS:

- Final Pay Contractor
- Final Pay State of Montana

City of Great Falls
2 Park Dr S
Great Falls, MT 59401
Phone (406) 455-8425

Changed Purchase Order No. 2017-00000371

DATE 12/08/2017

Ship To
CITY OF GREAT FALLS
PUBLIC WORKS DEPARTMENT
1005 25TH AVE NE
GREAT FALLS, MT 59404

Bill To
CITY OF GREAT FALLS
ACCOUNTS PAYABLE
PO BOX 5021
GREAT FALLS, MT 59403

Vendor
Vendor No. 1478
KUGLIN CONSTRUCTION
PO BOX 491
BLACK EAGLE, MT 59414-0491

DELIVER BY
SHIP VIA
FREIGHT TERMS
PAGE **1 of 1**
ORIGINATOR: Kari Wambach

NOTE:

QUANTITY	UNIT	DESCRIPTION	STATUS	UNIT COST	TOTAL COST
1.0000	EACH	CONTRACT SERVICES - CHNG PROJ # OF1697.2 3RD A S HANDI RAMPS PH 2 APP 062017 2520.31.531.43690 - OTHER REPAIR & MAINTENANCE SERVICES 186,426.90 PW391706 5315.31.575.49310 - IMPROVEMENTS OTHER THAN BUILDINGS 9,900.00 PW391706	Item Changed	196,326.9000	$196,326.90
				PURCHASE ORDER TOTAL	$196,326.90

Special Instructions: PURCHASE ORDER NO. MUST APPEAR ON ALL INVOICES, PACKING SLIPS, AND CORRESPONDENCE.

By accepting this purchase order contract, both the seller and the City of Great Falls agree that they will perform their obligations in accordance with all applicable laws and ordinances. All documents relative to this purchase order contract shall be interpreted and construed according to the laws of the State of Montana.

PROJECT FUNDING/EXPENDITURE SUMMARY

OF 1697.2, 3rd Ave S. (46th St. S. to 57th St. S.) Handicap Ramps Phase 2

PREPARED BY THE CITY ENGINEERS OFFICE: RJB **DATE: 10/14/2017**

PAYEE	FUND	CLAIM - NUMBER / AMOUNT / DATE NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	CONTRACT AMOUNT	EXPENDITURES TO DATE	BALANCE
CONTRACTOR:	*Street Fuel Tax* 2520-31-531-43690	$49,297.71	$1,747.45	$82,610.41	$10,319.17	$8,121.96	$186,426.90	$152,096.70	$34,330.20
Kuglin Construction	*Misc Storm Drain* 5315-31-575-49310	$6,395.40	$3,459.63	$44.97			$9,900.00	$9,900.00	$0.00
		$55,693.11	$5,207.08	$82,655.38	$10,319.17	$8,121.96	$196,326.90	$161,996.70	$34,330.20
	DATE	9/14/2017	12/4/2017	6/28/2018	7/24/2018	8/21/2018			

PAYEE	FUND	CLAIM - NUMBER / AMOUNT / DATE NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	CONTRACT AMOUNT	EXPENDITURES TO DATE	BALANCE
MT. DEPT. OF REV. 1%	*Street Fuel Tax* 2520-31-531-43690	$497.96	$17.65	$834.45	$104.23	$82.04	$1,883.10	$1,536.33	$346.77
	Misc Storm Drain 5315-31-575-49310	$64.60	$34.95	$0.45			$100.00	$100.00	$0.00
		$562.56	$52.60	$834.90	$104.23	$82.04	$1,983.10	$1,636.33	$346.77
	DATE	9/14/2017	12/4/2017	6/28/2018	7/24/2018	8/21/2018			

PAYEE	FUND	CLAIM - NUMBER / AMOUNT / DATE NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	CONTRACT AMOUNT	EXPENDITURES TO DATE	BALANCE
MISCELLANEOUS	*Street Fuel Tax* 2520-31-531-43590	$682.26					$5,000.00	$682.26	$4,317.74
	Misc Storm Drain 5315-31-575-49310							$0.00	$0.00
	DATE	5/12/2017							
	VENDOR	Tribune					$5,000.00	$682.26	$4,317.74

PROJECT #	ACCOUNT NUMBER	FUND DESIGNATION	FUNDING	EXPENDITURES	BALANCE
PW391706					
	2520-31-531-43690	Street Fuel Tax	$193,310.00	$154,315.29	$38,994.71
	5315-31-575-49310	Misc Storm Drain	$10,000.00	$10,000.00	$0.00
		TOTALS	**$203,310.00**	**$164,315.29**	**$38,994.71**

[redacted]

APPLICATION FOR PAYMENT NO. FINAL

To: City of Great Falls (OWNER)
From: David Kuglin Construction **(CONTRACTOR)**
Contract: 3rd Avenue South (46th St. S. to 57th St. S.) Handicap Ramps Phase II, O. F. 1697.2
Project: Handicap Ramps and Storm Drain Installation
OWNER's Contract No. ENGINEER's Project No. PW391706
For Work accomplished through the date of: July 20, 2018

1.	**Original Contract Price:**		$ 198,310.00
2.	Net change by Change Orders and Written Amendments (+ or -):		$ 0.00
3.	Current Contract Price (1 plus 2):		$ 198,310.00
4.	Total completed $176,148.00 and stored _____ to date:		$ 176,148.00
5.	Retainage (per Agreement):		
	Inspector Overtime:	$ 603.50	
	___ % of stored material:	$	
	Total Retainage:		$ 603.50
6.	Total completed and stored to date less retainage (4 minus 5):		$ 175,544.50
7.	Less previous Applications for Payments:		$ 167,340.60
8.	Gross Amount Due this application: (6 minus 7):		$ 8,203.90
9.	Less **1% State Gross Receipts Tax**:		$ 82.04
10.	**DUE THIS APPLICATION (8 MINUS 9):**		$ 8,121.96

Accompanying Documentation:

CONTRACTOR's Certification:

The undersigned CONTRACTOR certifies that (1) all previous progress payments received from OWNER on account of Work done under the Contract referred to above have been applied on account to discharge CONTRACTOR'S legitamate obligations incurred in connection with Work covered by prior Applications for Payment numbered 1 through FOUR inclusive; (2) title of all Work, materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to OWNER at time of payment free and clear of all Liens, security interests and encumbrances (except such as are covered by a Bond acceptable to OWNER indemnifying OWNER against any such Lien, security interest or encumbrance); and (3) all Work covered by this Application for Payment is in accordance with the Contract Documents and not defective.

Dated 8-3-18

David Kuglin Construction
CONTRACTOR

By: [redacted]

Payment of the above AMOUNT DUE THIS APPLICATION is recommended.

Dated 8-6-2018

City of Great Falls
ENGINEER

By: [redacted]

EJCDC No. 1910-8-E (1996 Edition)
Prepared by the Engineers Joint Contract Documents Committee and endorsed by The Associated General Contractors of America and the Construction Specifications Institute. **Modified by the City of Great Falls to add items 9 and 10.**

Office File: 1697.2

3rd Avenue South Handicap Ramps Phase II (46th Street to 56th)

Item #	Description of Pay Items	Total Qty	Unit	Unit Price	Total
101	Concrete Curb & Gutter R&R Integral	702	LF	$ 38.00	$ 26,676.00
102	4" Concrete Sidewalk R&R	1909	SF	$ 7.50	$ 14,317.50
103	6" Reinforced Concrete R&R	2715.25	SF	$ 10.00	$ 27,152.50
104	15" SDR 35 PVC Storm Drain Pipe	333.5	LF	$ 85.00	$ 28,347.50
105	Truncated Domes	19	EA	$ 275.00	$ 5,225.00
106	Type I Curb Inlet with Concrete Apron	9	EA	$ 3,400.00	$ 30,600.00
107	Flowable Fill	153	CY	$ 150.00	$ 22,950.00
108	Sub Base Course	31.3	CY	$ 135.00	$ 4,225.50
109	Traffic Signs	1	LS	$ 1,100.00	$ 1,100.00
110	Irrigation Move and Reset	1	LS	$ 2,000.00	$ 2,000.00
111	Topsoil	1	LS	$ 2,800.00	$ 2,800.00
112	Sod	2608	SF	$ 2.00	$ 5,216.00
113	Seeding	1438	SF	$ 1.00	$ 1,438.00
114	Adjust Manhole	1	EA	$ 400.00	$ 400.00
115	Miscellaneous Work	3700	Unit	$ 1.00	$ 3,700.00

Total Base Bid Amount, Items 101-115	Total Completed to Date	$176,148.00
	Inspector Overtime 8.5 hours @ $71/hour	$ 603.50
	Subtotal	$175,544.50
	Less Previous Pay Apps	$167,340.60
	Gross Due	$ 8,203.90
	MT. DEPT. OF REV. 1%	$ 82.04
	Total to Contractor	$ 8,121.86

City of Great Falls
2 Park Dr S
Great Falls, MT 59401
Phone (406) 455-8425

Changed Purchase Order No. 2017-00000372

DATE 12/08/2017

Ship To
CITY OF GREAT FALLS
PUBLIC WORKS DEPARTMENT
1005 25TH AVE NE
GREAT FALLS, MT 59404

Bill To
CITY OF GREAT FALLS
ACCOUNTS PAYABLE
PO BOX 5021
GREAT FALLS, MT 59403

Vendor
Vendor No. 1129
STATE OF MONTANA
DEPT OF REVENUE
MISC TAX DIVISION - MITCHELL BLDG
PO BOX 5835
HELENA, MT 59604-5835

DELIVER BY
SHIP VIA
FREIGHT TERMS
PAGE **1 of 1**
ORIGINATOR: Kari Wambach

NOTE:

QUANTITY	UNIT	DESCRIPTION	STATUS	UNIT COST	TOTAL COST
1.0000	EACH	CONTRACT SERVICES - CHNG PROJ # 1% WITHHOLDING FOR KUGLIN ON OF 1697.2 2520.31.531.43690 - OTHER REPAIR & MAINTENANCE SERVICES 1,883.10 PW391706 5315.31.575.49310 - IMPROVEMENTS OTHER THAN BUILDINGS 100.00 PW391706	Item Changed	1,983.1000	$1,983.10

Close out
8-6-18
205

PURCHASE ORDER TOTAL $1,983.10

Special Instructions: PURCHASE ORDER NO. MUST APPEAR ON ALL INVOICES, PACKING SLIPS, AND CORRESPONDENCE.

By accepting this purchase order contract, both the seller and the City of Great Falls agree that they will perform their obligations in accordance with all applicable laws and ordinances. All documents relative to this purchase order contract shall be interpreted and construed according to the laws of the State of Montana.

PROJECT FUNDING/EXPENDITURE SUMMARY

OF 1697.2, 3rd Ave S. (46th St. S. to 57th St. S.) Handicap Ramps Phase 2

PREPARED BY THE CITY ENGINEERS OFFICE: RJB **DATE: 10/14/2017**

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		TOTALS	**$203,310.00**	**$164,315.29**	**$38,994.71**

[redacted]

MONTANA
CGR-2
REV.6/06

Montana Department of REVENUE

Contractors Gross Receipts
Gross Receipts Withholding Return

1. Contract Awarded by: [X] Agency [ ] Prime Contractor

Federal Identification Number (FEIN): 81-6001269		
Name: City of Great Falls		
Address: PO Box 5021		
City: Great Falls	State: MT	Zip Code: 59403

2. Contract Awarded to: [X] Prime Contractor [ ] Sub Contractor

Federal Identification Number (FEIN): 81-0458647		
Name: Kuglin Construction		
Address: PO Box 491		
City: Great Falls	State: MT	Zip Code:

3. Government Issued Contract Number	3.	OF 1697.2
4. Contract Award Date	4.	20-Jun-17
5. Month and year increment payment earned	5.	Aug-18
6. Gross amount due prime contractor or sub-contractor at the time of this report	6.	$8,203.90
7. Amount Withheld (1% of line 6) (If payment made to prime contractor from awarding agency, remittance must accompany this report)	7.	$82.04
8. Net amount paid prime contractor or sub-contractor at the time of this report	8.	$8,121.96
9. Check proper box for type of return being filed:		
[X] Remittance attached for credit to prime contractor's account (amount paid)	9a.	$82.04
[ ] Sub-Contractor allocation. Authorization to transfer credit to sub-contractor		
Failure of prime contractor to file a distribution report within thirty (30) days of payment will result in a 10% penalty.		
Date payment made to sub-contractor	9b.	15-Aug-18

10. Description of work to be performed:
Installation of ADA compliant handicap ramps

11. Location of work to be performed (be specific):
3rd Avenue South & 46th Street South east to 3rd Avenue South & 57th Street South in Great Falls MT

The agency or contractor must, in accordance with Section 15-5-206, Montana Code Annotated, withhold one percent (1%) of incremental payments due the contractor or sub-contractor. Amounts withheld from a prime contractor must be forwarded with this report to the Department of Revenue. Amounts withheld from sub-contractors must be reported on this form so that proper allocation of credit can be made from prime contractor's account to the sub-contractor.

Return Submitted by: [X] Agency [ ] Prime Contractor [ ] Sub-Contractor

Award Authorization
Preparer's Signature: [redacted]
Preparer's Title: Engineering Administrative Secretary Date: 8-6-18
Phone: 406.771.1258 Fax: 406.771.0700

Mail this return to:
Department of Revenue, P.O. Box 5835, Helena, MT 59604-5835

Item: Construction Contract Award: Public Works Facilities Repairs, O.F. 1733.

From: Engineering Division

Initiated By: Public Works Department

Presented By: Jim Rearden, Public Works Director

Action Requested: Recommend staff readvertise for the Public Works Facilities Repairs.

Suggested Motion:
1. Commissioner moves:

> "I move that the City Commission (recommend/not recommend) staff readvertise for the Public Works Facilities Repairs project."

2. Mayor requests a second to the motion, public comment, Commission discussion, and calls for the vote.

Staff Recommendation:
Staff recommends readvertising and rebidding the project for the Public Works Facilities Repairs on September 5, 2018.

Summary:
This project consists of removing metal roofs / replace with metal roof, installing new roof insulation, installing snow cleats, demolishing and replacing gutters / downspouts / fascia, refinishing exterior walls, demolishing and replacing man doors and overhead doors, installing new weather stripping, installing vented metal soffits, demolishing and replacing window / frames / flashing, replacing skylights, replacing translucent fiberglass windows and removing and replacing metal siding, and installing evaporative coolers.

The specifications were advertised twice in the *Great Falls Tribune*. No bids were received on August 8, 2018.

In accordance with Mont. Code Ann. § 7-5-4302:

(3) The council may:
(a) Postpone awarding a contract until the next regular meeting after bids are received in response

to the advertisement;
(b) reject any or all bids; and
(c) readvertise as provided in this section.

With no bids being submitted, staff recommends re-advertising and rebidding the project September 5, 2018. Interior work could be done during the winter, while exterior work would occur in the fall of 2018 or spring of 2019.

Alternatives:

The City Commission could decide to cancel or further postpone the project.

Item: Interlocal Agreement Cascade County Fire Districts.

From: Stephen A. Hester, Fire Chief

Initiated By: Stephen A. Hester, Fire Chief

Presented By: Stephen A. Hester, Fire Chief

Action Requested: Approve Interlocal Agreement between Cascade County and the City of Great Falls for Emergency Fire and Medical Services.

Suggested Motion:

1. Commissioner moves:

> "I move the City Commission (approve/not approve) the Interlocal Agreement between Cascade County and the City of Great Falls for Emergency Fire and Medical Services for the term of October 1, 2018, to September 30, 2021, and authorize the City Manager to execute the agreement."

2. Mayor requests a second to the motion, public comment, Commission discussion, and calls for the vote.

Staff Recommendation:

Staff recommends that the City Commission approve the Interlocal Agreement with Cascade County for Great Falls Fire Rescue to provide Fire Protection and Emergency Medical Services, from October 1, 2018, to September 30, 2021, according to the terms of the Interlocal Agreement as approved and signed by the Cascade County Commissioners.

Summary:

For over 30 years, Cascade County has contracted with the City of Great Falls to provide fire and emergency medical services to 16 designated fire districts located outside of the city limits. The citizens residing within the fire districts are assessed taxes for this service according to Sections 7-33-2107 and 7-33-2125 of the Montana Code Annotated. Last year the City received approximately $211,000 in revenue to provide this service. Fire and EMS services were not only prompt and efficient, they reduced insurance rates for citizens residing in the districts. The attached contract was not significantly changed during the 2015-2018 contract period and there are still 16 fire districts being served by Great Falls Fire Rescue. Some of the boundaries to the districts have changed due to City annexation of properties that were once in contracted fire districts.

Background:

This Interlocal Agreement with Cascade County will be approved by the County Commissioners for the period of October 1, 2018 through September 30, 2021. The Interlocal Agreement provides for the proceeds from the Rural Fire Control Special District Levy for fire and medical services, computed to the maximum allowed by Section 15-10-420, MCA, be paid to the City of Great Falls. Compensation for Great Falls Fire Rescue coverage for Fiscal year 2017-2018 was approximately $211,000. Section 15-10-420, MCA, provides for slight annual inflation increases. Payments shall be in two equal installments due on or before December 15th, and June 15th, of each contract year. Cascade County is allowed to contract for these services under Sections 7-33-2107 and 7-33-2125, MCA.

Workload impacts:

Great Falls Fire Rescue has provided fire and emergency medical services to these areas for over 30 years. Based on their proximity to the City limits and the low frequency of calls, Staff is comfortable that continued service will not degrade service within the City. On average, Great Falls Fire Rescue responds to approximately 100 calls in the contracted fire districts annually.

Purpose:

Approval of this agreement will enable the property owners and residents of the districts to receive emergency services at the same level that City residents receive from Great Falls Fire Rescue.

Project work scope:

Great Falls Fire Rescue shall respond to fires and medical emergencies from October 1, 2018, through September 30, 2021, pursuant to criteria outlined in the Interlocal Agreement.

Fiscal Impact:

It is projected the City would receive approximately $211,000 per year in revenue. Based on numerous variables, it would be hard to calculate the exact cost of providing these services. However, Staff estimates that the City's cost to provide emergency services should not exceed the revenue collected.

Alternatives:

The City Commission could choose to decline to provide Fire and EMS services under the terms of this agreement. Responsibility for fire protection would return to Cascade County who would make assignments for fire protection to one of the existing rural volunteer fire departments. This alternative, if selected, would likely place considerable hardship and risk on many of the residences currently covered under this agreement.

Concurrences:

Cascade County Commission, City and County Attorneys, and the Finance Department.

ATTACHMENTS:

- Interlocal Agreement 2018

INTERLOCAL AGREEMENT

Between *Cascade County* and the *City of Great Falls*
For Emergency Fire and Medical Services

WHEREAS, the Montana Interlocal Cooperation Act, codified at § 7-11-101 (2017), MCA (hereinafter the "Act"), permits local government units to make the most efficient use of their powers by enabling them to cooperate with other local governmental units on a basis of mutual advantage, and thereby to provide services and facilities in a manner and pursuant to forms of governmental organization that will accord best with geographic, economic, population, and other factors influencing the needs and development of local communities; and

WHEREAS, the Act provides that one or more public agencies may contract with any one or more other public agencies to perform any administrative service, activity, or undertaking which such public agencies are otherwise authorized by law to perform; and

WHEREAS, the County of Cascade (hereinafter referred to as "County") and the City of Great Falls (hereinafter referred to as "City") constitute public agencies pursuant to § 7-11-103, MCA; and

WHEREAS, the City has a fire department which is permanently organized, equipped, and staffed for continuous operations; and

WHEREAS, the City fire department's operational capacity is adequate to provide emergency fire and medical services to both the City and adjacent areas; and

WHEREAS, the County has created, and may additionally create, fire districts in accordance with §7-33-2101 through 7-33-2104, MCA; and

WHEREAS, the fire district boundaries are maintained in the office of the City of Great Falls Information Technology Mapping Department, 2 Park Drive South, Room 5, Great Falls, MT. District boundaries can also be viewed at the Great

Falls Fire Stations 1-4. For the purposes of this Agreement, the term "Fire Districts" shall mean the established Fire Districts numbered as follows:

18
24
25
27
28
29
32
33
35
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42
43
45
48

WHEREAS, § 7-33-2104, MCA, provides that whenever the Board of County Commissioners shall have established a Fire District in any unincorporated territory, town or village, said Commissioners:

> (1) may contract with a city, or private fire company to furnish fire protection for property within said district; or,
> (2) shall appoint five qualified trustees to govern and manage the affairs of the fire district; and

WHEREAS, the County has chosen to directly contract fire services for such Fire Districts, rather than create a Board of Trustees; and

WHEREAS, § 7-33-2109, MCA, provides that, at the time of the annual levy of taxes, the Board of County Commissioners may levy a special tax upon all property within such district for the purpose of paying to a city, town, or private fire service the consideration provided for in any contract with the council of such city, town, or private fire service for the purpose of furnishing fire protection service to property within such district.

NOW, THEREFORE, pursuant to the Act and in consideration of the mutual covenants and agreements contained herein, the receipt and sufficiency of which are hereby acknowledged, the undersigned parties hereby agree as follows:

1. Purpose and Scope of the Agreement.

Pursuant to §7-11-105(3) and 7-11-105(8), MCA, the purpose and scope of this Agreement is for the City to provide emergency fire and medical services for the Fire District areas enumerated hereinabove, provided that in the event that calls for service exceed available resources, the City reserves the authority to prioritize its response. Time is of the essence.

2. Duties and Responsibilities.

The City shall provide the following services to Cascade County's Fire District areas enumerated hereinabove:

a. Emergency medical response;

b. Fire inspection of business buildings when requested by business owners;

c. Origin and cause investigation, when required; and,

d. Fire suppression for all property including, but not limited to, buildings and structures, crops and personal property.

The City and County may extend this Agreement to additional Fire Districts by mutual agreement, executed through written Agreement addendums. Such addendums shall specify the new Fire Districts and additional compensation, if any, to be paid by the County for such service.

3. Duration and Termination.

Pursuant to § 7-11-105(1) and 7-11-105(5), MCA, as from time to time amended, this Agreement, upon execution by the duly authorized representative of the City and County, shall commence October 1, 2018, and shall continue in full force and effect through September 30, 2021

Either party hereto may cancel said Agreement on September 30th of any year by giving sixty (60) days written notice to the other party.

4. Contract Sum.

Pursuant to § 7-11-105(4), MCA, County shall pay City proceeds from the Rural Fire Control Special District Levy for emergency fire and medical services. The levy shall be computed at the maximum allowed by § 15-10-420, MCA, floating mill authorization. This mill was 98.5 mills in fiscal year 2015/2016. The County shall provide the number of such mills levied in each subsequent year of this agreement to City by September 30th. Payments shall be in two equal installments due on or before December 15th and June 15th of each year this Agreement is in effect.

5. Separate Legal Entity.

Pursuant to § 7-11-105(2), MCA, nothing in this Agreement shall be construed to create an agency, partnership, joint venture or employee relationship between the parties. The parties, by virtue of this Agreement, shall have no right, power or authority, except as expressly provided for by law, to act or create any obligation, express or implied, on behalf of the other party. Further, pursuant to § 7-11-105(6), MCA, there shall be no administrator or joint board responsible for administering the terms of this Interlocal Agreement.

6. Ownership of Assets.

Pursuant to § 7-11-105(7), MCA, and at all times relevant to this Agreement, all equipment and other property used by the City to execute this Agreement shall remain the exclusive property of the City.

7. Hold Harmless and Indemnification.

Subject to the limitations of MCA § 2-9-108, the City shall protect, defend, indemnify, and hold harmless the County from and against any and all manner and form of liability, damages, claims, claims for damages, demands, causes of action, or expenses, including interest, of any nature or description resulting from or arising out of or in connection with the City's intentional or negligent acts and omissions in the performance and provision of emergency fire, medical, and other

specified services, including, but not limited to, the City's response to and return from scenes of emergency incidents pursuant to and in accordance with the terms of this Agreement. Nothing herein shall be construed as an agreement by the City to release, indemnify or hold harmless the County, its official agents or employees from liability for damage or injury to persons or property caused by the negligence, carelessness, or intentional acts of County, its officials, agents or employees unless said officials, agents or employees are acting under the direction or control of the City.

8. Notice.

All notices required to be provided shall be given in writing, addressed to the respective parties' authorized representatives as designated herein, and delivered personally or by U.S. mail. For purposes of this Agreement, written notice shall be deemed to have been duly served: (1) in the case of personal delivery, on the date indicated upon a written receipt issued by the recipient; (2) in the case of unregistered and uncertified U.S. mail, three business days following the listed date of the notice or the date of the postmark, whichever is later; and (3) in the case of registered or certified mail, the date indicated on the return receipt.

9. Authorized Representatives.

The City and County shall each designate a representative authorized to receive all agreement communications and notices and who shall be authorized and responsible to take action necessary for the execution and administration of this agreement. Except as otherwise designated in writing by the respective parties, the authorized representatives of the parties are:

Cascade County	City of Great Falls
Board of Cascade County Commissioners	Gregory T. Doyon, City Manager
325 2nd Avenue North, Room 111	P.O. Box 5021
Great Falls, MT 59401	Great Falls, MT 59403

10. Amendment.

This Interlocal Agreement may not be amended, except by written agreement of the undersigned parties in conformance with the requirements of the Act.

11. Attorney Fees, Costs and Venue.

In any judicial action to enforce or interpret the terms of this Interlocal Agreement, each party shall be responsible for its own costs of suit and attorney fees. Venue for any judicial action shall be in the District Court in and for the Eighth Judicial District, Cascade County, Montana.

12. Severability.

If any term of this Agreement should hereafter be declared void or becomes unenforceable by operations of law, all other terms of this Agreement shall continue to be effective unless the void or unenforceable terms materially affects the ability of the governing body to carry out the essential purpose set forth in ¶1 of this Agreement.

13. Merger.

This Interlocal Agreement constitutes the entire agreement of the undersigned parties with respect to the matters addressed herein and supersedes any and all previous agreements or representations, if any, between the parties.

14. Assignment.

The parties mutually agree that there will be no assignment, transfer or subcontracting of the Agreement or any interest therein, unless agreed to by the parties, in writing, as provided for ¶10 in of this Agreement.

15. Binding on Successors.

This Agreement shall be binding on County and City and all of its successors and assigns, including any successor in interest.

16. Time is of the Essence.

Time is of the essence in the performance of all parties' obligations and duties under this Agreement.

Assent. Pursuant to § 7-11-104, MCA, the undersigned parties hereby authorize, approve and execute the terms of this Interlocal Agreement.

DATED this _____ day of _____, 2018.

CITY OF GREAT FALLS

_____
Gregory T. Doyon, City Manager

ATTEST:

_____ (SEAL OF THE CITY)
Lisa Kunz, City Clerk

* APPROVED AS TO FORM:

_____
Sara R. Sexe, City Attorney

* By law, the City Attorney may only advise or approve contract or legal document language on behalf of the City of Great Falls, and not on behalf of other parties. Review and approval of this document was conducted solely from the legal perspective, and for the benefit, of the City of Great Falls. Other parties should not rely on this approval and should seek review and approval by their own respective counsel.

DATED this _____ day of _____, 2018.

BOARD OF COUNTY COMMISSIONERS,
CASCADE COUNTY

_____
Jane Weber, Chair

_____
Joe Briggs, Commissioner

_____
James Larson, Commissioner

ATTEST:

On this _____ day of _____, 2018, I hereby attest the above-written signatures of the Board of Cascade County Commissioners.

(SEAL)

_____
Rina Fontana Moore, Cascade County Clerk and Recorder

Item: Set Public Hearing For Resolution 10255 For Water, Sewer, and Storm Drain rates increases.

From: Melissa Kinzler, Finance Department Director

Initiated By: Public Works and Finance Department

Presented By: Jim Rearden, Public Works Director & Melissa Kinzler, Finance Department Director

Action Requested: Set Public Hearing.

Suggested Motion:

1. Commissioner moves:

> "I move that the City Commission (set / not set) a public hearing for September 18, 2018, on Resolution 10255 to establish residential and commercial water, sewer, and storm drain utility service rates effective October 1, 2018."

2. Mayor requests a second to the motion, public comment, Commission discussion and calls for the vote.

Summary:

Each year, staff reviews and analyzes the financing needs of the water, sewer, and storm drain funds. The City contracted with Advanced Engineering and Environmental Services, Inc. (AE2S) for a water and sewer utility rate study based on a comprehensive review of the City's water and sewer funds and budgets, Water Master Plan, Wastewater Facilities Plan, customer classes, current usage data, and future planned growth of the City. The study was conducted to ensure revenue adequacy, cost of service, and rate planning analyses and evaluated current and future costs and compared them to the industry standards for Montana and our region. The results included the following information:

1. A comparison of current water and sewer system costs (operations, capital improvements, and bonded debt) against appropriate industry benchmarks.
2. Recommended baseline rate structures required to fund water and sewer systems and considerations for annual inflationary, indexed adjustments to rates needed to maintain each utility.
3. Recommended ways of communicating utility system costs including recommendations for restructuring utility bill format.
4. Equity for all types of property ownership including single and multi-family units, MaltEurop, Calumet, Montana Refining, Black Eagle, and Malmstrom Air Force Base.

Background:

Adjustments in utility rates are necessary to provide adequate revenue to finance the capital improvements program, meet debt service coverage requirements, and to maintain appropriate reserves. The rate projections to meet future revenue requirements and gradually address cost of service for the various user classes have changed the way in which the proposed rates are being presented.

In order to correct existing inequities for water, staff is recommending a change in fixed charges to align the fees with the American Water Works Association (AWWA) and to adjust essential water use from 300 cf to 600 cf per month. With the adjustment in essential water use, the residential user class consuming 300 cf of water will see a slight increase. The commercial class will see an increase of 5% to correct existing inequities in this user group. Staff recommends eliminating the tiered rate for residential sewer consumption in order to be more consistent with common wastewater industry practices and level out the rate. This will correct existing inequities in the residential user group. Staff recommends increasing commercial sewer rates to fix existing inequities in the commercial user group. Staff recommends a 10% increase in storm drain rates.

For Residential customers, an average water bill would decrease $1.71 per month or 9%, from $19.35 per month to $17.64 per month. An average sewer bill would increase $.23 per month or 1%, from $23.49 to $23.72 per month. An average storm drain bill would increase $.57 per month or 10%, from $5.69 to $6.26 per month. The average monthly Residential utility bill would decrease $.91 or 2%.

For Commercial customers, an average water bill would increase $2.72 per month or 5%, from $51.74 to $54.46 per month. An average sewer bill would increase $2.09 per month or 3%, from $72.03 to $74.12 per month. An average storm drain bill would increase $.67 per month or 10%, from $6.69 to $7.36 per month. The average monthly Commercial utility bill would increase $5.48 or 4% to adjust inequities in the Commercial user group.

The rate increase for water is due to approximately $102.8 million in capital improvements needed over the next 10 years. The significant projects include Ongoing Watermain Replacement $30.6M, WTP Electrical Upgrades (Phase 1 & 2) $22.6M, North/South River Crossings $11.5M, WTP Filter Media Replacement & Upgrade (Phase 1, 2 & 3) $9.6M and WTP Sludge Processing Improvements $5M. Over the next 10 years, operating expense is projected to grow from $6.2M to $9.8M. The projected cost escalation for key operational expenses is due to chemicals, power, labor, and general inflation.

Fire hydrants are integral to the water system as a whole, and hydrants are included as a monthly charge within the rate structure rather than a once a year special assessment. Staff recommends a gradual per meter size correction strategy with differing increases applied by meter sizes to gradually correct ratios to ensure that the total revenue is in line with the cost of service. Therefore, staff recommends a 10% increase or $.31 per month for 1” meters and a 6% increase or $.71 per month for 2” meters.

The rate increase for sewer is due to approximately $45.4 million in capital improvements needed over the next 10 years. The significant projects include Ongoing Sewer Rehabilitation $11M, WWTP Westside Pump Station Improvements $1.75M, Lift Station No. 1 Rehabilitation $3M and Nutrient Discharge Improvements $10M. Over the next 10 years, operating expense is projected to grow from $5.9M to $8.6M. The projected cost escalation for key operational expenses is due to chemicals, power, labor and general inflation.

The rate increase for storm drain is due to the approximately $23.2 million in capital improvements needed over the next 10 years.

Fiscal Impact:

The last water and sewer cost of service study was done in 2001. After adjusting rates to the study conducted in 2018, the average monthly Residential utility bill would decrease 2% or $.91 per month. The average monthly Commercial utility bill would increase 4% or $5.48 per month. Comparisons of current versus proposed charges, rate, and fee structures are attached.

Alternatives:

The City Commission could choose to not set the public hearing and thereby deny Resolution 10255.

Concurrences:

Representatives from Public Works and the Finance Department worked together with AE2S throughout the process to develop fair and equitable rates for all user classes based on the level of service provided, reset the rate structure based on the amount of time that has passed since the last comprehensive study, benchmark existing and future rates considering affordability and competitiveness, and to ensure rate increases are sufficient to achieve long term water and sewer utility funding objectives.

ATTACHMENTS:

- Resolution 10255
- PUBLIC NOTICE
- Appendix A, Current Rates vs. Proposed Rates
- 2018 Utility Rate Review Calendar

RESOLUTION NO. 10255

A RESOLUTION ESTABLISHING RESIDENTIAL AND COMMERCIAL WATER, SEWER, AND STORM DRAIN UTILITY SERVICE RATES EFFECTIVE OCTOBER 1, 2018

WHEREAS, an annual review is performed of the water and wastewater cost of service for the municipal water and wastewater utilities, and rate and fee schedules prepared to generate sufficient revenue to pay all costs for the operation and maintenance, administration, and routine functions of the existing and such future facilities as may be established within the service area;

WHEREAS, the cost of service review indicates a need for extension, repair, improvement, and continued operation and maintenance of existing and proposed water and wastewater system facilities for the providing of water and wastewater services to the inhabitants of the City of Great Falls; and

WHEREAS, pursuant to Title 13 of the Official Code of the City of Great Falls, the City of Great Falls is authorized to regulate the City's municipal water and wastewater utility and to establish all rates, fees and charges for use of the utility systems or for permits, licenses, connections or inspections; and

WHEREAS, it is essential to the public health, welfare and safety of the inhabitants of the City of Great Falls to provide an adequate public water and wastewater system and to provide adequate funding to meet the cost of constructing, maintaining, and operating the same; and

WHEREAS, notice having been provided as required by law, the City Commission of the City of Great Falls conducted a public hearing on Tuesday, September 18, 2018, at the Civic Center, 2 Park Drive South, Commission Chambers Room 206, Great Falls, Montana, at 7:00 p.m., and did consider the cost of operation, equipment, facilities, debt service, and capital improvements for the Water, Sewer, and Storm Drain Utility systems.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF GREAT FALLS, MONTANA, that:

Water, Sewer, and Storm Drain Utility Service Rates are hereby established as set forth in Appendix A, attached hereto and made a part hereof.

PASSED AND ADOPTED by the City Commission of the City of Great Falls, Montana, this 18th day of September, 2018.

_____
Bob Kelly, Mayor

ATTEST:

_____
Lisa Kunz, City Clerk

(SEAL OF CITY)

APPROVED FOR LEGAL CONTENT:

_____

Joseph Cik, Assistant City Attorney

PUBLIC NOTICE
PUBLIC HEARING ON RESOLUTION 10255
TO ESTABLISH WATER, SEWER, AND STORM DRAIN
RESIDENTIAL AND COMMERCIAL UTILITY SERVICE RATES

The City of Great Falls is proposing to raise residential and commercial water, sewer and storm drain utility service rates, effective October 1, 2018. The increases are necessary to provide adequate revenue to finance the capital improvements program, to meet debt service coverage requirements and to maintain appropriate reserves.

Typical Residential Customers

Residential customers with a lot size of 7,500 square feet and a 3/4" meter who use 600 cubic feet of water per month and have a winter quarter average of 600 cubic feet per month to calculate their sewer rate would see rate increases as follows:

- A water bill would decrease $1.71 or 9%, from $19.35 to $17.64 per month;
- A sewer bill would increase $.23 or 1.0%, from $23.49 to $23.72 per month; and
- A storm drain bill would increase $.57 or 10%, from $5.69 to $6.26 per month.

The average monthly Residential utility bill would decrease $.91 or 2%.

Typical Commercial Customers

Commercial customers with a lot size of 7,500 square feet with a 1" meter and consumption of 2,400 cubic feet of water and sewer per month would see rate increases as follows:

- A water bill would increase $2.72 or 5%, from $51.74 to $54.46 per month;
- A sewer bill would increase $2.09 or 3%, from $72.03 to $74.12 per month; and
- A storm drain bill would increase $.67 or 10%, from $6.69 to $7.36 per month.

The average monthly Commercial utility bill would increase $5.48 or 4%.

Public Hearing

The public hearing will be held on Tuesday, September 18, 2018, at 7:00 pm in the Civic Center Commission Chambers, 2 Park Drive S. Please mail any comments to City Clerk, City of Great Falls, PO Box 5021, Great Falls, MT 59403.

For further information, contact a City of Great Falls Utility Billing Clerk at (406) 727-7660 or Room 104 of the Civic Center, 8:00 am to 5:00 pm.

CITY OF GREAT FALLS, MONTANA
Resolution 10255, Appendix A
Current Rates vs. Proposed Rates

Combined Water & Sewer	Quantity Charges CCF / Mo.			Monthly Service Charges											
				Not	Meter Based - Service Line Size (inches)								see 6" if "na"		
	1st	Over	Over	Meter	(3/4")										
	300 cf	300 cf	600 cf	Based	0.75	1	1.25	1.50	2	3	4	6	8	10	12
RESIDENTIAL															
WATER															
2017 10.00%															
2018															
2017 Regular Residential	1.47	2.46			7.56	8.06	14.61	14.61	18.52	49.37	71.44	143.98	216.74	306.47	452.25
2018 Regular Residential	1.68	1.68	2.81		7.56	8.62	14.61	14.61	19.26	55.79	78.58	143.98	216.74	306.47	452.25
2017 Low Income Residential	1.33	2.21			6.81	7.25	13.14	13.14	16.65	44.42	64.31	129.59	195.06	275.84	407.03
2018 Low Income Residential	1.51	1.51	2.53		6.81	7.76	13.14	13.14	17.32	50.19	70.74	129.59	195.06	275.84	407.03
(90 % of Regular Residential)															
Fire Hydrant															
2017 Monthly					2.70	3.08	8.56	8.56	11.83	37.51	56.02	116.52			
2018 Monthly					2.70	3.39	8.56	8.56	12.54	37.51	56.02	116.52			
2017 Annual					32.40	37.03	102.70	102.70	142.00	450.08	672.27	1,398.20			
2018 Annual					32.40	40.68	102.70	102.70	150.48	450.08	672.27	1,398.20			
SEWER															
2017 3.00%															
2018															
2017 Regular Residential	1.86	3.08		8.67											
2018 Regular Residential	2.48	2.48	2.48	8.84											
2017 Low Income Residential	1.68	2.78		7.79											
2018 Low Income Residential	2.23	2.23	2.23	7.95											
(90 % of Regular Residential)															
COMMERCIAL															
WATER															
2017 10.00%															
2018															
2017 Regular Commercial	1.82	1.82			7.56	8.06	14.61	14.61	18.52	49.37	71.44	143.98	216.74	306.47	452.25
2018 Regular Commercial	1.91	1.91	1.91		7.56	8.62	14.61	14.61	19.26	55.79	78.58	143.98	216.74	306.47	452.25
2017 Black Eagle	1.89	1.89									2 - 8" meters @	216.74			
2018 Black Eagle	1.97	1.97	1.97												
2017 Malmstrom AFB	2.10	2.10						1 - 8" plus 1 - 10" meter	216.74	plus	306.47				
2018 Malmstrom AFB	2.21	2.21	2.21					1 - 8" plus 1 - 10" meter	216.74	plus	306.47				
2017 Raw Water	0.31	0.31													
2018 Raw Water	0.33	0.33	0.33												
Fire Hydrant															
2017 Monthly					2.70	3.08	8.56	8.56	11.83	37.51	56.02	116.52			
2018 Monthly					2.70	3.39	8.56	8.56	12.54	37.51	56.02	116.52			
2017 Annual					32.30	37.03	102.70	102.70	142.00	450.08	672.27	1,398.20			
2018 Annual					32.40	40.68	102.70	102.70	150.48	450.08	672.27	1,398.20			
Fire Lines															
2017 Monthly					na	na	na	na	2.88	4.38	6.77	12.04	16.31	na	41.99
2018 Monthly					na	na	na	na	1.80	4.38	7.24	21.07	44.85	na	130.17
2017 Annual					na	na	na	na	34.58	52.53	81.24	144.48	195.76	na	503.85
2018 Annual					na	na	na	na	21.60	52.53	86.88	252.84	538.20	na	1,562.04
SEWER															
2017 3.00%															
2018															
2017 Regular Commercial	2.64	2.64		8.67											
2018 Regular Commercial	2.72	2.72	2.72	8.84											
2017 Black Eagle	2.64	2.64		8.67											
2018 Black Eagle	2.72	2.72	2.72	8.84											
2017 Malmstrom AFB	2.30	2.30		8.67											
2018 Malmstrom AFB	2.39	2.39	2.39	8.84											
2017 MaltEurop	1.84	1.84		7.87											
2018 MaltEurop	1.90	1.90	1.90	8.03											

CITY OF GREAT FALLS, MONTANA
Resolution 10255, Appendix A
Current Fees vs. Proposed Fees
pg 2 of 3

	WATER		SEWER	
	2017	10.00%	2017	3.00%
	2018		2018	

PRE-TREATMENT SEWER CHARGES

	Quantity Charges CCF / Mo.		Not Meter Based
2017 3.00%			
2018	0.70	0.70	0.00
2017 Regular Charges	1.29	1.29	8.67
2018 Regular Charges	1.35	1.35	8.84
2017 BOD > 0 mg/L	per pound		0.545
2018 BOD > 0 mg/L	per pound		0.332
2017 TSS > 0 mg/L	per pound		0.373
2018 TSS > 0 mg/L	per pound		0.490

SEWER EXTRA STRENGTH CHARGES

2017 3.00%
2018

BOD > 200 mg/L

2017 Regular Commercial	per pound		0.545
2018 Regular Commercial inc Malmstrom AFB & Black Eagle	per pound		0.332
2017 MaltEurop	per pound		0.332
2018 MaltEurop	per pound		0.332

TSS > 250 mg/L

2017 Regular Commercial	per pound		0.373
2018 Regular Commercial inc Malmstrom AFB & Black Eagle	per pound		0.490
2017 MaltEurop	per pound		0.313
2018 MaltEurop	per pound		0.490

CONNECTION FEES
WATER

Water Service Line Size (inches)

	(3/4") 0.75	1.00	1.50	2.00	4.00	6.00	8.00	12.00
2017	$504	$559	$680	$736	$1,420	$2,201	$3,680	$7,376
2018	$519	$576	$700	$758	$1,463	$2,267	$3,790	$7,597

Fee shall be ADDED TO: General Plumbing Permit for extension to new buildings; or, Inspection Permits for larger diameter pipe.

SEWER

Single Family Residential

2017	$ 262
2018	$ 270

Commercial & Multi Family Units

2017	$ 262	$ 489	$ 960	$ 2,015	$ 6,919	$ 9,998	$ 15,338	$ 29,508
2018	$ 270	$ 504	$ 989	$ 2,075	$ 7,126	$ 10,298	$ 15,798	$ 30,393

Connection Fees are for connection of service line to WATER AND SEWER mains, and do not include installation or general plumbing permits.
There is no fee to connect to the STORM SEWER SYSTEM.
Call City of Great Falls Community Development for more information @ 406-453-8430

Inspections and the associated fees are for the inspection and approval of all water and sewer service work and connections under OCCGF, Title 13
Call City of Great Falls Engineering for more information @ 406-771-1258

Where one meter serves one multi-purpose development, either mobile home, multiple family housing units, local business, commercial, industrial, residential use zones or variance, the connection charge wil be based upon the size of the water tap. If there is no water tap, the charge will be based upon the the sewage being discharged on the same ratio as for other sewer connections.

TAPPING FEES (Water)

Fee for any new or replacement tap being made on a water main.

	(3/4") 0.75	1.00	1.50	2.00	4.00	6.00	8.00	12.00
1 to 5 taps Fee per Tap:								
2017	$ 540	$ 567	$ 855	$ 1,078	$ 509	$ 531	$ 553	$ 595
2018	$ 556	$ 584	$ 880	$ 1,111	$ 524	$ 547	$ 569	$ 613
6 or more taps Fee per Tap:								
2017	$ 483	$ 529	$ 855	$ 1,078	N/A	N/A	N/A	N/A
2018	$ 497	$ 545	$ 880	$ 1,111	N/A	N/A	N/A	N/A

INCLUDED in this fee is installation of a corporation stop on the main, and furnishing of corporation stop, curb stop and box.
NOT INCLUDED, and to be BILLED EXTRA, is the cost of saddles, clamps and other extraneous fitting required for the tap.

TURN ON/OFF

Flat fee of:

		After Hours			After Hours
2017	$ 75	2017 $ 100	REOCCURRENCE FOR NON-PAY	2017 $ 150	2017 $ 200
2018	$ 75	2018 $ 100	REOCCURRENCE FOR NON-PAY	2018 $ 150	2018 $ 200

WATER TREATMENT PLANT (WTP)

Laboratory Fees

	Akalinity	Hardness	pH	Specific Conductance	Total Coliform & E. coli. P/A	Total Coliform & E. coli. MPN	Turbidity	HPC	Ammonia, Total as N	Ammonia, Free	Chlorine, Free Residual	Chlorine, Total Residual
2017	$ 20.50	$ 28.50	$ 10.25	$ 10.75	$ 22.00	N/A	$ 12.00	$ 40.00	$ 20.25	$ 20.25	$ 12.50	$ 14.00
2018	$ 22.00	$ 28.50	$ 12.00	$ 12.00	$ 24.00	$ 26.00	$ 14.00	$ 45.00	$ 22.00	$ 20.25	$ 12.50	$ 14.00

WASTEWATER TREATMENT PLANT (WWTP)

Industrial Discharge Permit Application Fees (Based upon Wastewater Discharge Quantity)

Gallons per Day (GPD)

	0 to 10,000	10,001 to 25,000	25,001 to 100,000	Over 100,000	+PLUS	per 100,000 GPD, or portion thereof
2017	$ 128.00	$ 207.00	$ 265.00	$ 265.00	$ 78.00	
2018	$ 132.00	$ 213.00	$ 273.00	$ 273.00	$ 80.00	

Hauled Waste Disposal Fees

0 to 100 Gallons

2017 No Charge — discharged directly from the recreational vehicle and must not exceed 100 gallons
Disposal of wastes from holding tanks of privately owned recreational vehicles must be discharged directly from the recreational vehicle and must not exceed 100 gallons

2018 No Charge — Disposal of wastes from holding tanks of privately owned recreational vehicles must be discharged directly from the recreational vehicle and must not exceed 100 gallons

will be levied for each load delivered.

2017 $ 28.25 per 1,000 gallons, or portion thereof, for hauled waste. A minimum charge for 1000 gallons will be levied for each load delivered.

2018 $ 36.50 per 1,000 gallons, or portion thereof, for hauled waste. A minimum charge for 1000 gallons will be levied for each load delivered.

Additional Fees

Additional fees may be charged for necessary testing prior to acceptance of wastes classified as non-domestic or industrial in nature.
NSF Fee $30.
Delinquent Penalty 1.5% after 60 days.

CITY OF GREAT FALLS, MONTANA
Resolution 10255, Appendix A
Current Rates vs. Proposed Rates

STORM DRAIN

2017	**10.00%**
2018	**10.00%**

A	**Single Family Res.**		**Sq Ft Cap**	**15,000**		
2017	Base	1.7567443080		Per Sq Ft	0.0005270233
2018	Base	1.9324187388		Per Sq Ft	0.0005797256
B	**Multiple Residential**		**Sq Ft Cap**	**0**		
2017	Base	1.7567443080		Per Sq Ft	0.0006587791
2018	Base	1.9324187388		Per Sq Ft	0.0007246570
C	**Commercial**		**Sq Ft Cap**	**0**		
2017	Base	1.7567443080		Per Sq Ft	0.0008564129
2018	Base	1.9324187388		Per Sq Ft	0.0009420542
D	**Heavy Commercial**		**Sq Ft Cap**	**0**		
2017	Base	1.7567443080		Per Sq Ft	0.0011858024
2018	Base	1.9324187388		Per Sq Ft	0.0013043826
E	**Unimproved Areas**		**Sq Ft Cap**	**10,000**		
2017	Base	1.7567443080		Per Sq Ft	0.0001317558
2018	Base	1.9324187388		Per Sq Ft	0.0001449314

2018 UTILITY RATE REVIEW CALENDAR

July

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	2	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

October

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

DATE	TASK	RESPONSIBILITY
7/17/2018	PRESENTATION OF RATE ANALYSIS City Commission Work Session	Commission Finance / Public Works
8/21/2018	STORM DRAIN PRESENTATION City Commission Work Session	Commission Finance / Public Works
8/21/2018	SET PUBLIC HEARING City Commission Meeting	Commission Finance / Public Works
8/25/2018	1st PUBLICATION OF NOTICE IN GF TRIBUNE	Great Falls Tribune
9/1/2018	2nd PUBLICATION OF NOTICE IN GF TRIBUNE	Great Falls Tribune
9/5/2018	WEEK 2 PUBLIC NOTICE INSERTED IN UTILITY BILLS AND EMAIL SENT TO EBILL CUSTOMERS	Finance
9/5/2018	WEEK 3 MAILED	Finance
9/5/2018	WEEK 4 MAILED	Finance
9/5/2018	WEEK 1 MAILED	Finance
9/8/2018	3rd PUBLICATION OF NOTICE IN GF TRIBUNE	Great Falls Tribune
9/18/2018	PUBLIC HEARING/FINAL ACTION City Commission Meeting	Commission Finance / Public Works
10/1/2018	EFFECTIVE DATE FOR RATE INCREASES	Finance

Item: 2018 Great Falls Area Long Range Transportation Plan Minor Update.

From: Great Falls Planning & Community Development Department

Initiated By: Great Falls Transportation Planning Process

Presented By: Andrew Finch

Action Requested: Approve the 2018 Great Falls Area Long Range Transportation Plan Update.

Suggested Motion:

1. Commissioner moves:

> "I move that the City Commission (approve/deny) the 2018 Minor Update to the Great Falls Area Long Range Transportation Plan, and direct its representative on the Policy Coordinating Committee to vote accordingly."

2. Mayor requests a second to the motion, public comment, Commission discussion, and calls for the vote.

Staff Recommendation:

Approve the 2018 Minor Update to the Great Falls Area Long Range Transportation Plan.

Summary:

The Great Falls Urban Area has a central city with a population greater than 50,000, and therefore has certain responsibilities for local transportation planning. One of which is to have a current compliant long range transportation plan. The transportation plan must be updated at least every four years and also must be compliant with Federal transportation planning requirements.

In early 2018, the consulting firm of Robert Peccia & Associates was hired to prepare a minor update to the 2014 Long Range Transportation Plan. The Draft Plan Update was finalized in July.

Background:

In 2014, a full update to the Great Falls Area Long Range Transportation Plan was performed, taking more than a year to gather all the data, hold extensive public meetings, prepare a new traffic model, perform the analyses, identify needs, and identify appropriate recommended projects.

For the 2018 Update, only a minor update was deemed necessary, due to a number of factors:

1) Great Falls' relatively slow growth rate, meaning predictable growth scenarios;
2) Great Falls is growing in the areas projected, meaning accurate traffic projections; and
3) The length of time it takes to move a new project forward (usually 5+ years) means that few projects have moved forward since the 2014 Plan was completed.

Because only a minor update was necessary, the scope of work was limited to:
• Updating the Plan's base year to 2018, with a planning horizon date of 2038, including updating demographic (housing and employment) estimates and projections;
• Updating Level of Service ratings (a measurement of delay at traffic signals) at intersections with latest data;
• Analysis of major roads for volume-to-capacity ratios (i.e., congestion);
• Updating intersection crash "hot spots" with latest data;
• Adding new Non-motorized facilities to map;
• Updating Demographic (housing and employment) estimates and projections;
• Re-affirming public support of the Plan;
• Updating Fiscal Constraint, using latest project cost and available funding estimates;
• Updating Air Quality Conformance analysis;
• Adding new elements, such as Performance Measures and Targets, to comply with new Federal requirements; and
• Re-formatting the Plan into a more user-friendly format.

Two formal, advertised public meetings were held to inform the public and to provide opportunity for direct public input. The consultant maintained a website for the Update (www.greatfallstransplan.com), which included an interactive map of the recommended projects that visitors to the webpage could acceess to provide comment directly to the consultant. Drafts and technical memoranda were also made available to the public on the website as was notification of outreach and comment opportunities. The Draft Update was made available for a 30-day public review and comment period, ending June 10, 2018.

The consultant has worked closely with Planning staff, the Montana Department of Transportation, and Federal agencies to ensure the Plan Update meets Federal requirements and guidance. Specifically, the fiscal constraint and air quality conformance elements of the Update have been reviewed and determined to be in compliance with Federal regulations. Additional Plan elements were added for compliance with the latest Transportation Act (FAST-Act – Fixing America's Surface Transportation).

Summary of Major Recommendations
The 2014 Update identified transportation facilities at the highest risk of deterioration in service over the life of the Plan. The 2018 Update reaffirmed the areas of the transportation network that needed the most attention, with some of the main areas of concern being:
• Highway 87/15th St NE/Old Havre Highway, and various associated roadway segments and connections – including Bootlegger Trail;
• All five interchanges along the Interstate 15 corridor, and public comment identified concern at the Airport (congestion and safety) and Emerson Junction (limited access) interchanges, while a recent MDT Study quantified operational deficiencies at Exit 0;
• Fox Farm Rd./Country Club Boulevard Intersection, including the I-315 leg; and
• River Drive North from 15th Street North to 38th Street North (2-lane segment), including the intersection at 25th Street North.

While other areas of concern were noted and a number of projects identified, recommended projects are few due to the need to keep the Plan financially balanced. However, to make the Plan viable, other needs

are listed as “illustrative projects”, with no funding source identified.

Other Plan Elements of Note

The Plan Update also includes a robust Non-Motorized element, to provide the Urban Area with guidance and suggestions for building a connected pedestrian and bicycle network. While not all of the recommendations may be feasible, they do provide a “blueprint” for working toward a connected system for the segment of the community that, by choice or by necessity, uses transportation methods other than the personal automobile.

Other important elements of the Plan include Safety, Transit, Security, Fiscal Constraint, and Air Quality Conformity. New elements include Enhancement of Travel and Tourism, Transportation Infrastructure Resiliency and Reliability, and Performance Measures and Targets.

The final draft Plan with appendices is available for viewing on the Plan Update website.

Adoption Process

The various boards and bodies involved in adoption of the Plan Update will be considering the Update on the following dates:

- Technical Advisory Committee - July 12 (TAC approved Plan Update);
- Planning Advisory Board (as MPO) – August 14;
- Cascade County Commission – August 14;
- Great Falls City Commission – August 21; and
- Policy Coordinating Committee (Final Adoption) – Late August.

After local approvals, the Plan will be sent to the Federal approving agencies for final consideration and concurrence.

Fiscal Impact:

Adoption of the Plan Update will allow the City, County, and State to receive and expend Federal Transportation dollars within the Great Falls Urban Area. A compliant Long Range Transportation Plan must be adopted to expend these monies. Without an adopted Plan, the Great Falls area would lose millions of transportation dollars each year.

Alternatives:

The City Commission could approve the Plan Update with conditions or deny the Plan Update.

Concurrences:

The Planning Advisory Board has approved the Plan Update, and has recommended approval by the City Commission. The Technical Advisory Committee has also approved the Plan Update.

ATTACHMENTS:

- Long Range Transportation Update 2018

GREAT FALLS AREA

Long Range Transportation Plan - 2018 Update

Adopted by:

Great Falls MPO

GREAT FALLS METROPOLITAN PLANNING ORGANIZATION
Great Falls, Montana
(Pending)

Prepared by:

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August 1, 2018





GREAT FALLS AREA

Long Range Transportation Plan - 2018 Update

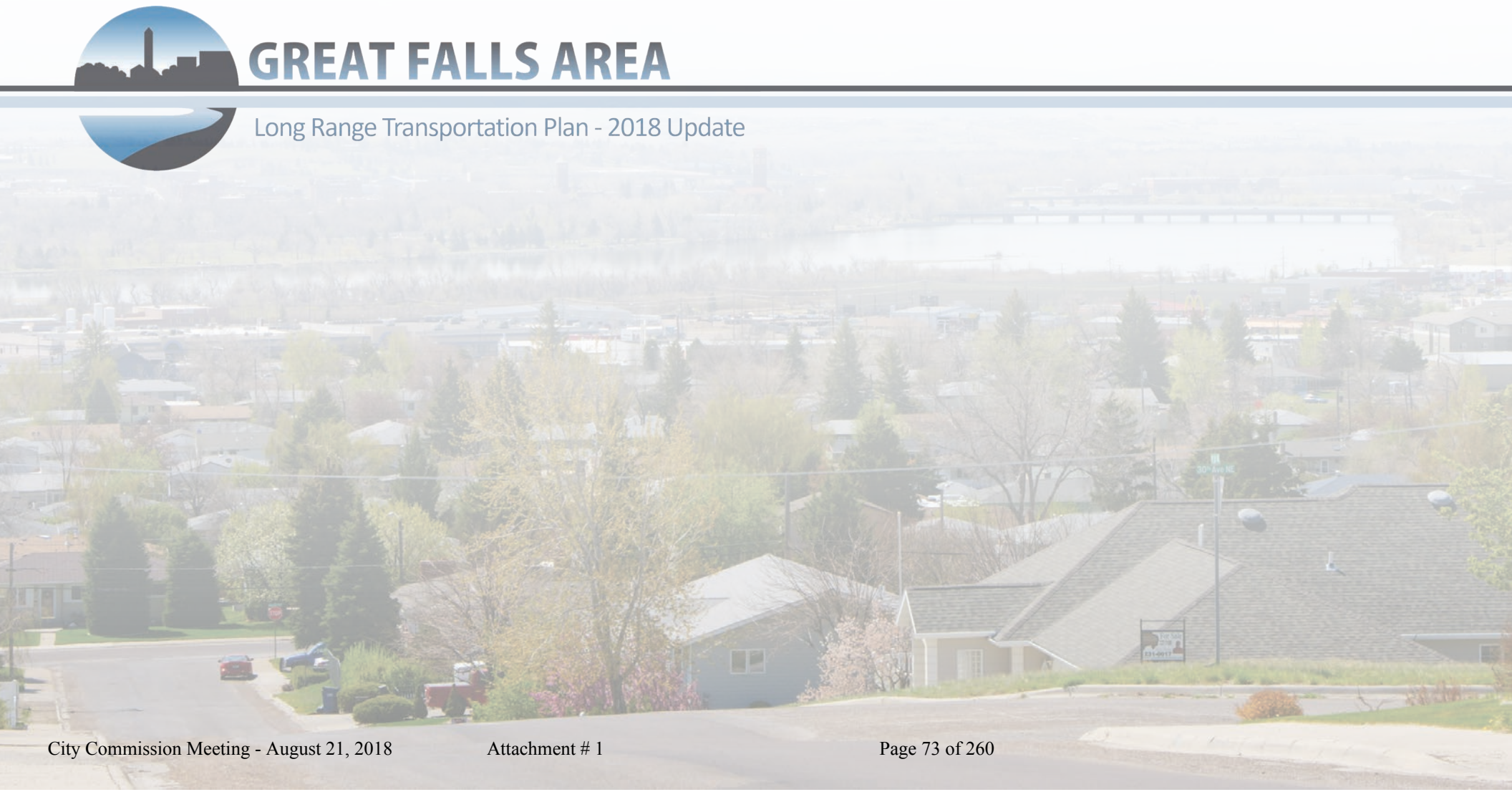

Table of Contents

List of Figures

List of Tables

Appendix

Acknowledgments

The successful completion of this project was made possible through cooperation and assistance of many individuals. The following people provided guidance and support throughout the course of the LRTP:

Transportation Advisory Committee

Brian Clifton - Director, Cascade County Public Works Department

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Jane Weber - Commissioner, Board of Cascade County Commissioners

Doug Wilmot - District Adminstrator, Montana Department of Transportation

Great Falls City Commission

Bob Kelly - Mayor

Bill Bronson - Commissioner

Mary Sheehy Moe - Commissioner

Owen Robinson - Commissioner

Tracy Houck - Commissioner

Cascade County Commission

Joe Briggs - District One Commissioner

James Larson - District Two Commissioner

Jane Weber - District Three Commissioner

Consultant Team

The Traffic and Transportation Group of the consulting firm Robert Peccia and Associates was the prime consultant for the LRTP. The following team members were contributors to the plan:

Scott Randall, PE, PTOE - Project Manager

Dan Norderud, AICP - Senior Planner

Shane Forsythe, PE - Traffic Engineer

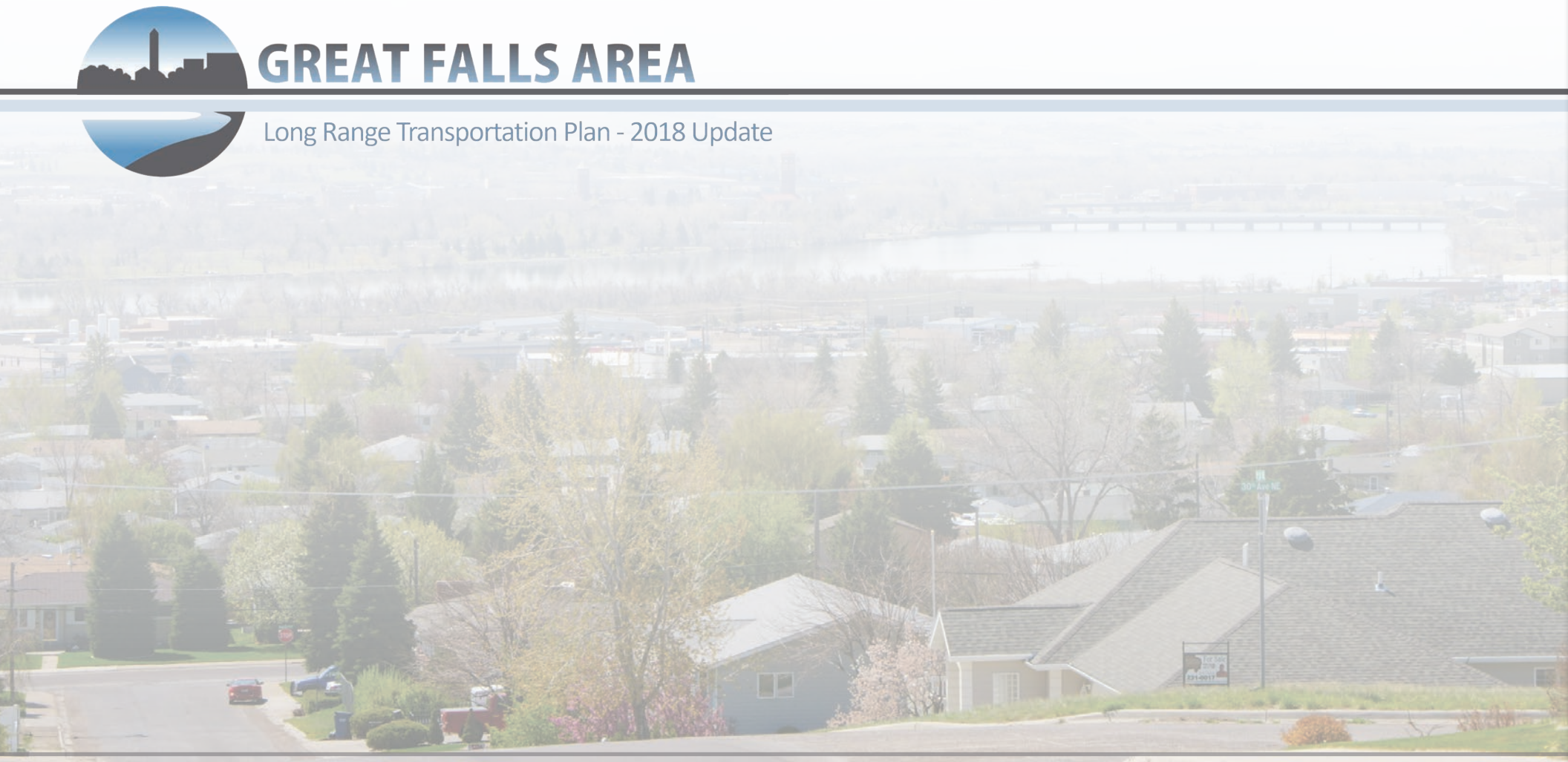
Kerry Pedersen, EI - Transportation Planner

Acronyms

AADT	Annual Average Daily Traffic
ACS	American Community Service
ADA	Americans with Disabilities Act
AFB	Air Force Base
BEA	Bureau of Economic Analysis
BNSF	BNSF Railway
BPAC	Bicycle and Pedestrian Advisory Committee
CAA	Clean Air Act
CAGR	Compound Average Growth Rate
CDP	Census Designated Places
CEIC	Census & Economic Information Center
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation and Air Quality
CO	Carbon Monoxide
CSS	Context Sensitive Solutions
DEQ	Department of Environmental Quality
DOT	Department of Transportation
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Authority
FWP	Fish Wildlife and Parks
GFGF	Get Fit Great Falls
GFTD	Great Falls Transit District
GIS	Geographic Information Systems
HUD	Department of Housing and Urban Development
I-15	Interstate 15
ICAP	Internal Cost Allocation Program
ITS	Intelligent Transportation Systems
LMP	Limited Maintenance Plan
LOS	Level of Service
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization
MRTMA	Missoula Ravalli Transportation Management Association
NAAQS	National Ambient Air Quality Standards
NHTS	National Household Travel Survey
NO2	Nitrogen Dioxide
PCC	Policy Coordinating Committee
PDM	Pre-Disaster Management
PDO	Property Damage Only
REMI	Regional Economic Models, Inc.
RET	River's Edge Trail
RTI	Recreational Trails Inc.
SIP	Statewide Improvement Plan
TAC	Technical Advisory Committee
TCM	Transportation Control Measures
TDM	Travel Demand Management
TDP	Transit Development Plan
TIP	Transportation Improvement Plan
TWLTL	Two Way Left Turn Lane
USC	United States Code
USDOT	United States Department of Transportation
v/c	Vehicle to Capacity Ratio
YOE	Year of Expenditure

GREAT FALLS AREA

Long Range Transportation Plan - 2018 Update



CHAPTER 1: INTRODUCTION

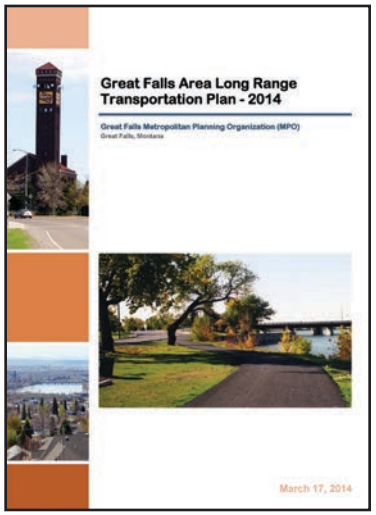
1.1. Purpose

The *Great Falls Area Long Range Transportation Plan (LRTP)* serves as a guide for development of and investment in the community's transportation system. The LRTP was developed through a collaborative approach with City, County, and State staff, elected officials, and local residents. The Plan provides the blueprint for a transportation system that will serve the community's citizens well into the future.

This LRTP is intended to offer guidance for the decision-makers in the Great Falls Area by responding to existing transportation system concerns through a menu of large and small improvements to the transportation network. The recommendations made in this document cover all modes of transportation, including travel by private vehicle, foot, bicycle and transit. Recommended projects are intended to relieve existing problems and prepare the Great Falls Area transportation system to meet future needs. As a truly "multi-modal" transportation plan, this LRTP includes not only a traditional examination of traffic operations and the community's road network, but also an assessment of non-motorized transportation, transit, trip reduction strategies, traffic calming and travel demand management techniques.

1.2. Background

The City of Great Falls, Cascade County and the Montana Department of Transportation (MDT) partnered to develop this community-wide transportation plan. A robust updated LRTP[1] was prepared four years ago, providing a guide for transportation infrastructure investments based on system needs and associated decision making principles. To satisfy Federal transportation planning requirements the 2014 Plan has been reviewed and updated as appropriate in this 2018 update.



The previous LRTP was completed in 2014.

In the past, transportation planning in the United States has predominately focused on moving cars, with priority over other transportation modes such as transit, bicycle and pedestrian facilities. Accordingly, this has necessitated more and larger roadways at extensive costs. This LRTP and the 2014 Plan provide a comprehensive vision for non-motorized transportation within the Great Falls Area. Although the roadway needs are well defined and will be the standard by which community transportation infrastructure is measured, the decision makers and community at large recognize the need for alternatives. These alternatives include more and better bicycle and pedestrian facilities, a focus on transit service, and a desire to explore alternative transportation modes. Growth in the Great Falls Area, although moderate compared to some other Montana communities, is well documented and explained in later chapters. Impacts to the transportation system resulting from this growth are a measurable and identifiable quantity, and the community is well positioned to accommodate this growth through measures identified in this plan.

1.3. Federal Requirements for Transportation Plans

According to provisions contained in the *Fixing America's Surface Transportation (FAST) Act*[2], the MPO of urban areas with a central city of 50,000 or more population is responsible for promoting "…the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight, foster economic growth and development". The Great Falls MPO consists of two local governments (City of Great Falls and Cascade County) and one state agency (MDT). The MPO incorporates transportation planning as one of its many planning functions.

The LRTP complies with and follows all applicable regulations of the FAST Act and Title 23 of the Code of Federal Regulations (CFR). The plan is a long-term planning document with a planning horizon out to the year 2038.

1.4. Study Area

As a part of the 2014 LRTP, and as an outcome of the 2010 Federal Census, an evaluation of the previous LRTP's study area boundary was undertaken. Changes to the study area were made to ensure the boundary is synonymous with the MPO boundary – with the latter terminology being specific to the Federal Highway Administration (FHWA) for regulatory purposes. No changes to the boundary have been made for the 2018 update of the Plan.

For Great Falls, the study area boundary includes the entire city limits of Great Falls, as well as a substantial amount of unincorporated lands surrounding the city. The study area boundary also includes approximately 85% of the population in Cascade County.

The study boundary is shown on **Figure 1** and was used for all aspects of the LRTP planning process. This study boundary includes all of the major employers in the area, and includes all of the land that may be used for employment centers in the next twenty years. It also includes densely developed residential land uses in the area, and those areas likely to increase the housing supply in the future and subsequently add traffic onto the transportation network.

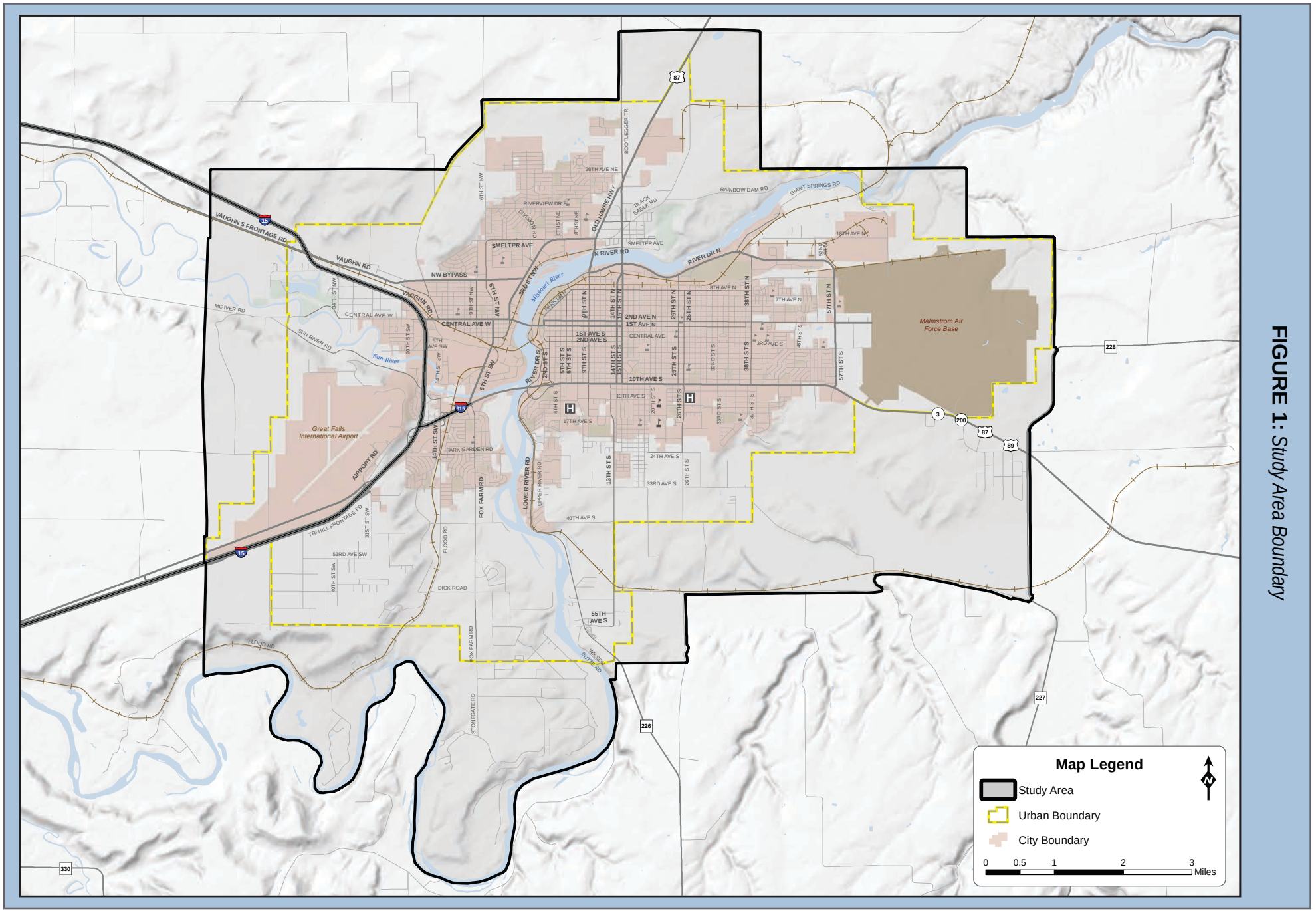


FIGURE 1: *Study Area Boundary*

1.5. Goals and Objectives

Development of goals and objectives for the LRTP is a critical first step in the transportation planning process. In addition to capturing all related information from previous community planning efforts, the goals and objectives lay out the general course of action for the LRTP development and represent the community's vision for the future transportation system.

The goals and objectives developed for the LRTP were identified to reflect the condition of planning within the general community, and more specifically, reflect the needs and desires relative to transportation. Goals represent the overarching statements of the LRTP intent and the direct elements of the community's vision, while objectives are more focused statements of specific actions, measures or procedures that reflect how a particular goal can be attained.

The goals and objectives developed for the LRTP are connected concepts – that is, they represent the desired end result of the community's transportation system once projects identified are implemented. Goals and objectives also provide direction on how to get to that end result. Collectively, the goals and objectives inform the planning process and set the course of action for the transportation system for years to come. The goals and objectives for the LRTP also directly reflect the goals and strategies for the state transportation network identified in TranPlanMT and national highway and transit performance goals adopted by USDOT.

Numerous local planning documents were reviewed to determine what, if any, transportation related goals and objectives have already been developed within the community. Based on a review of relevant planning efforts within the community, five primary principles were identified for the LRTP.

VISIONARY PRINCIPLES

1. The community desires a connected, smarter transportation system through land use and transportation planning. This type of system allows citizens to choose what mode of travel they desire, and makes travel more convenient while promoting an active lifestyle by choice for its citizens.
2. The community is a hub for local, regional and national industry. It is particularly growing as a freight hub serving various types of industries. The community embraces the opportunity to attract regional industry and support ongoing economic vitality.
3. Efficient travel and increased mobility is desirable to minimize transportation and associated costs.
4. Transportation influences quality of life. The community desires a transportation system that is compatible with the environment and context of the Great Falls area, with special consideration given to sustainability and conserving natural and cultural resources.
5. The community desires a safe and secure transportation system, and strives for a reduction in crashes, injuries and fatalities.

Goal 1: Maintain the existing transportation system.

The Great Falls Area transportation system is aging, and available funding is not sufficient for the necessary maintenance. Upkeep of roadways is reactive rather than proactive. There is often competition between funding for new projects as compared to maintenance and operations of the existing system. New or wider roadways are generally not being built, rather the short- and mid-term focus should turn to optimizing the existing transportation system to the greatest extent possible.

Objectives:

1.1 Maintain existing roadway systems to optimize their usefulness and minimize life-cycle costs.

1.2 Monitor the performance of key facilities and work with local and regional partners to identify critical deficiencies in the roadway network.

1.3 Use transportation project selection criteria to identify and prioritize maintenance activities and project development

1.4 Relieve pressures on the existing transportation system through minor infrastructure improvements, maintenance and system preservation activities rather than expanding the current system.

1.5 Encourage reuse and/or redevelopment around existing transportation facilities.

Goal 2: Improve the efficiency, performance and connectivity of a balanced transportation system.

A transportation system that performs well allows users to choose multiple transportation modes and to move through those modes in a safe and efficient manner. An efficient system allows people to move from place to place in as direct a route as possible, allowing them to reduce the amount of time spent in travel, the distance that must be traveled, and the amount of time spent in congested traffic. Connectivity allows citizens to make route decisions and mode choices based on traffic and road conditions, or desired destinations.

Objectives:

2.1 Ensure the current street network of collectors, minor arterials, principal arterials and the interstate is adequate to safely and efficiently handle projected traffic.

2.2 Promote the development of an effective roadway network through improvements in intersection and roadway capacity.

2.3 Improve opportunities for active transportation (non-motorized) as part of daily travel mode choice within the community by increasing pedestrian, bicycle and transit connections.

2.4 Ensure that mobility-challenged populations, such as low income, persons with disabilities, or senior citizens, have travel options in the Great Falls area.

2.5 Minimize cut-through traffic in residential neighborhoods.

2.6 Identify and reduce (or eliminate) freight movement impacts on area roadways and identify improvements to eliminate deficiencies with the objective of improving freight movement.

Goal 3: Promote consistency between land use and transportation plans to enhance mobility and accessibility.

Minimizing vehicle miles of travel and promoting alternative travel modes are fundamental objectives of a compact, livable urban environment. As the Great Falls Area population ages and the number of persons per household decreases, options in housing and transportation will be needed to meet the demands of the population. Transportation improvements should be integrated with local land use planning to ensure the proper mix of roads, trails, transit, paths and other bicycle and pedestrian features co-exist.

Objectives:

3.1 Integrate land use planning and transportation planning to manage and develop the transportation system.

3.2 Use transportation project programming to encourage desired development patterns within the community and ensure new development is adequately served.

3.3 Develop and implement consistent access management and corridor preservation standards, ordinances and plans appropriate to the roadway network and land use throughout the area.

3.4 Ensure an environmentally responsible and sound transportation system that minimizes adverse environmental impacts within the community.

Goal 4: Provide a safe and secure transportation system.

Most community planning efforts recognize the desire for a safe transportation system. Community safety and security can be improved by transportation efforts in a number of ways. Reducing crashes, improving the ability of emergency responders to quickly and reliably respond to emergencies, and providing evacuation routes in the event of a natural disaster will all assist to improving safety and security. Educational programs that help travelers understand the particular safety concerns associated with various travel modes can also help all users travel with increased confidence and security.

Objectives:

4.1 Reduce the rates of fatalities and crashes occurring on all transportation facilities.

4.2 Identify barriers to effective and prompt emergency response.

4.3 Implement safety initiatives and educational programs for all modes of transportation.

4.4 Coordinate with freight operators and agencies on projects that can enhance the security of the freight transportation system in the region.

Goal 5: Support economic vitality of the community.

All economic activity relies on a functioning, diverse transportation network. Vehicle, freight, air, transit, rail and non-motorized infrastructure all have a purpose to serve when linking economic vitality to the costs of doing business. Transportation in terms of economic vitality is only one component of a successful business environment. High quality schools, diversity in housing types, low debt, availability of infrastructure, and access to a highly educated and highly skilled workforce all contribute to the economic success of a community.

Objectives:

5.1 Optimize the transportation system to meet the needs of the Great Falls Area, including the Great Falls International Airport, Malmstrom Air Force Base, Downtown Great Falls, employment centers, and industrial and commercial areas.

5.2 Provide attractive and convenient transportation facilities that attract and retain business, young professionals, families and older adults.

5.3 Facilitate the movement of goods and freight to commercial and industrial centers.

Goal 6: Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.

Both the FAST Act planning factors and the livability principles from HUD/EPA/USDOT point to quality of life concerns in the development of LRTP's. Not only are impacts to the environment taken more seriously, but increasingly Great Falls Area citizens are demanding a more holistic approach to transportation. The preservation of natural, historic and cultural resources, as well as promoting a healthy, active lifestyle, are priorities of this LRTP and current Federal transportation planning guidance.

Objectives:

6.1 Promote transportation projects, plans and/or programs that encourage reducing fuel consumption, reducing vehicle miles of travel, and thereby minimizing air pollution.

6.2 Coordinate transportation planning activities with appropriate federal, state, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

6.3 Engage stakeholders and the public in the decision-making stage of the transportation planning process.

6.4 Coordinate transportation planning activities with local and regional land use planning activities, including the City and County Growth Policy Updates.

Goal 7: Maximize the cost effectiveness of transportation.

Transportation facilities which provide mode choice options to the public, reduce the time spent traveling, reduce fuel consumption, and make the best use of limited public funds for infrastructure improvements are desirable. Not only are costs related to the cost of building facilities, but there are also associated costs related to time spent in vehicles.

Objectives:

7.1 Identify available funding mechanisms potentially including federal and state gas tax revenue, impact fees, transportation bond issues, local option gas taxes, and other revenue funding sources used in similar cities.

7.2 Encourage cooperation between public, private and non-profit organizations in the development, funding, and management of transportation projects.

7.3 Promote cost-effective recommendations that balance transportation system needs with available funding and expected expenditures.

The transportation plan aims to identify strategies to maintain and improve the existing transportation system and strategies that help the Great Falls area effectively plan for the future.

1.6. Outreach and Public Involvement

Education and public outreach are essential parts of fulfilling the responsibility to successfully inform the public about the transportation planning process. The Great Falls MPO conducts an ongoing public and stakeholder engagement process for all transportation planning activities in accordance with the Great Falls Planning Public Participation Plan. The Public Participation Plan, last updated in December 2011, is subject to periodic FHWA and Federal Transit Authority (FTA) review and concurrence for consistency with Federal planning regulations. Such concurrence was most recently provided through TIP approval on September 1, 2017 by the Technical Advisory Committee (TAC) and Policy Coordinating Committee (PCC) and September 12, 2017 by MDT.

The development of the LRTP involved early communication with interested parties to help identify needs, constraints, and opportunities to determine reasonable improvements given available resources and local support. This LRTP update built upon the extensive outreach and public involvement effort from the 2014 LRTP. The outreach strategies utilized for the update were as follows:

Public Informational Meetings

Two formal public informational meetings were held for the LRTP update. The first meeting was an introductory meeting to provide a summary of the 2014 LRTP and to discuss and identify the issues that should be addressed in the updated plan. This meeting was held on February 7, 2018 at the Great Falls Civic Center in the Gibson Room.

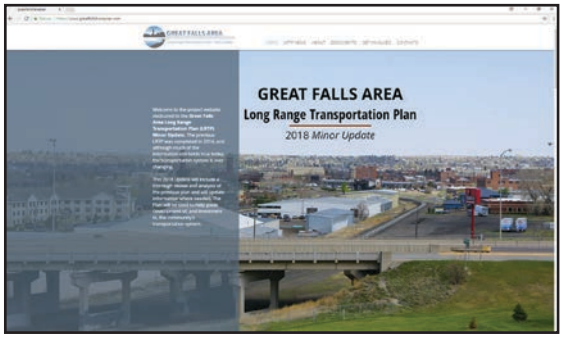
A second public meeting was held on May 10, 2018 at the Great Falls Civic Center in the Gibson Room. This purpose of this meeting was to introduce the Draft LRTP report and to field public comments.

Public Comments

Public comments were solicited throughout the planning process. Comments were received via email, through the project website, and at public meetings. **Appendix A** contains the comments received over the course of the planning process.

Website

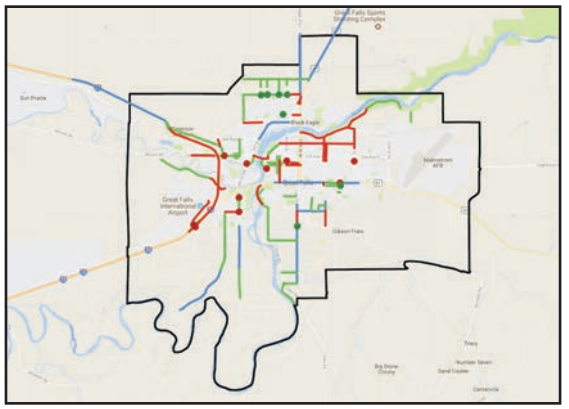
A website was developed for the LRTP updates (www.greatfallstransplan.com) as a landing page for information developed during the planning process. Draft technical memoranda, links to additional resources, frequently asked questions, and contact information was included on the website.



A website was created for the LRTP, (www.greatfallstransplan.com)

Online Map

An interactive mapping platform, called a “wikimap”, was developed for the LRTP. The platform allowed the public to provide feedback on the recommendations developed in the 2014 LRTP via an online map. Users were asked to provide comments related to the specific recommendations.



An online commenting platform was used to solicit feedback on the 2014 LRTP recommendations.

News Releases

Newspaper articles and press releases were used during the planning process to help keep the public informed. These news releases generally were issued prior to public meetings (and the public hearing), to generate interest in the process, and to encourage participation by the public.

GREAT FALLS AREA

Long Range Transportation Plan - 2018 Update

CHAPTER 2: STATE OF THE COMMUNITY

2.1. Overview

To clearly understand the needs of a community, it is important to evaluate the state of the existing land use, transportation network, social, and economic conditions of the community. To achieve this task for the Great Falls Area, information was collected on many aspects of the transportation system, socioeconomic conditions, and land use. Available and collected data were used to establish existing conditions for the community. The existing conditions were used to determine issues and concerns related to the transportation system.

2.2. Socioeconomics

Local and regional population and economic characteristics have important influences on travel in the Great Falls Area. The study area includes all of the land within the City of Great Falls, Malmstrom Air Force Base (AFB), the unincorporated community of Black Eagle, Great Falls International Airport, and adjacent lands in Cascade County where suburban development has occurred or may occur in the future.

2.2.1. Population and Demographic Trends

According to the decennial censuses, the overall population of Cascade County has fluctuated slightly but has generally remained near 81,000 residents over the 1970-2010 period. The City of Great Falls is home to roughly 70 percent of the county's residents and recorded its highest population (60,091) at the time of the 1970 Census. After two decades of decline, the City's population began to increase after 1990 and had approximately 58,500 residents in 2010.

Census designated places (CDPs) are delineated by the Census Bureau to provide data for settled concentrations of population that are identifiable by name but are not legally incorporated. Malmstrom AFB and Black Eagle are two CDPs found in the Great Falls LRTP study area. The population of Malmstrom AFB has decreased sharply every decade since 1970. By 2010, Malmstrom AFB had 5,000 fewer residents than at the time of the 1970 Census. The population of the Black Eagle CDP was approximately 900 at the time of the last two census counts.

The population losses seen in Cascade County and the City of Great Falls during the 1970s and 1980s, coupled with the slow growth seen over the last 20 years, has resulted in long term growth rates of near zero. Positive rates of annual population growth have been recorded for both the County (0.23 percent) and City (0.30 percent) in the last 20 years. However, these annual growth rates are well below those seen for the state and nation.

Current population estimates show that populations in the County and City are continuing to increase at rates greater than the long term growth rates seen during the last two decades, but less than the short term rates seen in the last decade. Overall, the City of Great Falls has grown by 1.15 percent since 2010 which translates to an annual increase of about 0.19 percent. The rate of growth continues to lag behind that seen for the state and nation. **Table 1** presents the historic and current (estimated as of July 1, 2016) population for Cascade County, the City of Great Falls, the State of Montana, and the United States.

Table 1: Population Changes Since 1970

Area	1970 Census	1980 Census	1990 Census	2000 Census	2010 Census	2016 Estimate	Compound Average % Change (1970-2016)
Cascade County	81,804	80,696	77,691	80,357	81,327	81,755	-0.001%
City of Great Falls	60,091	56,725	55,097	56,690	58,505	59,178	-0.03%
State of Montana	694,409	786,690	799,065	902,195	989,415	1,042,520	0.89%
United States	203,392,031	226,545,805	248,709,873	281,421,906	308,745,538	323,127,513	1.01%

Source: US Bureau of the Census, Current Estimates Data, available at http://www.census.gov/popest/data/index.html

2.2.1.1. Age Distribution

A comparison of resident age was made between Cascade County and the City of Great Falls. Table 2 depicts the changes in age distribution for residents between 1980 and 2010. In these 30 years, the share of County residents in the "less than 18 years old" category has decreased by nearly 21 percent, while the number of residents in "65 years and over" category increased by nearly 59 percent. During the same time period, the number of City residents in the "less than 18 years old" category decreased by about 16 percent, while the number of residents in "65 years and over" category increased by nearly 49 percent. The median ages of both County and City residents showed notable increases between 1980 and 2010. The median ages of County and City residents were 38.9 years and 39.0 years, respectively, at the time of the 2010 Census. These statistics point to the aging of the population, and corresponds to similar trends within Montana and the United States.

To examine more specifically how age groups have changed in Cascade County, age group data from the 2000 Census and 2010 Census were reviewed for the County and the City of Great Falls. This review showed the following changes:

- Notable (12-23 percent) declines in the population between 5 to 17 years;
- Declines of nearly 30 percent in the 35- to 44-year old population;
- The share of the population between 55 and 64 years increased by 30-50 percent; and
- The population over the age of 65 (including the share of residents over age 85) grew substantially.

Table 2: Age Distribution (1980 to 2010)

Year	Cascade County				City of Great Falls			
	<18 Years	18-64 Years	65+ Years	Median Age	<18 Years	18-64 Years	65+ Years	Median Age
1980	23,544	49,164	7,988	28.6	15,713	34,489	6,523	30.6
1990	21,520	46,304	9,867	32.7	14,325	32,507	8,265	34.4
2000	20,912	48,197	11,248	36.7	14,138	33,654	8,898	37.8
2010	18,630	50,007	12,690	38.9	13,161	35,648	9,696	39.0
Change	**-4,914**	**843**	**4,702**	**10.3**	**-2,552**	**1,159**	**3,173**	**8.4**
(1980-2010)	***-20.9%***	***1.7%***	***58.9%***	***36.0%***	***-16.2%***	***3.4%***	***48.6%***	***27.5%***

Source: US Bureau of the Census, Census of the Population

2.2.1.2. Personal Travel and Commuting Characteristics

According to the ACS profile for the 2012-2016 period, approximately 92 percent of residents in occupied housing units within the City of Great Falls and Cascade County had access to at least one vehicle. In comparison, residents of nearly 95 percent of all occupied housing units in Montana and 91 percent of all occupied housing units in the nation had access to one or more vehicles. **Table 3** presents commuting characteristics for workers in Cascade County, the City of Great Falls, and the Malmstrom AFB and Black Eagle CDPs. Similar statistics for the State of Montana and the United States are provided for comparison.

The table shows that approximately 92 percent of the commuting workers in Cascade County and City of Great Falls rely on personal vehicles or carpools for transportation to work destinations. The share of workers who drove alone to work is higher than seen for the state and nation. The share of workers who walked to work or used other means to commute is also below that seen for Montana and the US. The data also indicates that public transportation options are limited for Montana residents at all geographies as compared to elsewhere in the United States. Workers in Cascade County and the City also have notably shorter commute times than elsewhere in the state or nation.

Table 3: Mode of Transportation to Work (2012-2016)

Subject	City of Great Falls	Cascade County	Malmstrom AFB CDP	Black Eagle CDP	State of Montana	United States
Number of Workers 16 Years and Older	**28,186**	**38,785**	**2,239**	**450**	**483,881**	**145,861,216**
% Who Commuted to Work	*97.30%*	*96.90%*	*96.70%*	*100.00%*	*93.70%*	*95.40%*
% Who Worked at Home	*2.70%*	*3.10%*	*3.30%*	*0.00%*	*6.30%*	*4.60%*
Transportation Mode						
Drove alone, car, truck, van	*82.00%*	*80.40%*	*76.70%*	*76.20%*	*75.10%*	*76.40%*
Carpooled	*10.30%*	*11.10%*	*14.70%*	*10.20%*	*10.20%*	*9.30%*
Public Transportation (excluding taxicabs)	*0.80%*	*0.80%*	*0.00%*	*6.90%*	*0.80%*	*5.10%*
Walked to Work	*3.10%*	*3.50%*	*4.70%*	*0.00%*	*5.1%*	*2.80%*
Other means of commuting	*1.10%*	*1.10%*	*0.60%*	*6.70%*	*2.40%*	*1.80%*
Mean Travel Time to Work	**13.8 min**	**15.6 min**	**14.0 min**	**13.0 min**	**17.9 min**	**26.1 min**

Source: US Bureau of the Census, American Community Survey (ACS) Profile Report 2012-2016 Estimates, available at http://mcdc1.missouri.edu/acsprofiles/acsprofilemenu.html

2.2.2. Housing Units

The Census Bureau identifies a "housing unit" as a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

Table 4 lists the number of housing units that existed within the various geographies of Cascade County during recent decennial censuses. Overall, the number of housing units in Cascade County increased by nearly 16 percent during the 1980-2010 period, with significant increases in the number of housing units recorded during each of the last two decades in the County. This trend is similar for the City of Great Falls which showed an 11.6 percent increase in housing units between 1980 and 2010.

The data in **Table 4** also shows that the population per housing unit decreased for all geographies between 1980 and 2010. The population per housing unit in Cascade County and the City of Great Falls was identical at 2.18 persons per housing unit at the time of the 2010 Census. The population per housing unit for the State of Montana was 2.04 according to the 2010 Census.

Table 4: Number of Housing Units (1980-2010)

Area	1980	1990	2000	2010
Cascade County				
Population	80,696	77,691	80,357	81,327
Housing Units	32,199	33,063	35,225	37,276
Net Change	--	864	2,162	2,051
Population per Housing Unit	2.51	2.35	2.28	2.18
City of Great Falls				
Population	56,725	55,097	56,690	58,505
Housing Units	24,056	24,152	25,243	26,854
Net Change	--	96	1,091	1,611
Population per Housing Unit	2.36	2.28	2.25	2.18
Malmstrom AFB CDP				
Population	6,675	5,938	4,544	3,472
Housing Units	1,566	1,496	1,405	1,171
Net Change	--	-70	-91	-234
Population per Housing Unit	4.26	3.97	3.23	2.96
Black Eagle CDP				
Population	[a]	[a]	914	904
Housing Units	[a]	[a]	458	474
Net Change	--	--	--	16
Population per Housing Unit	--	--	1.99	1.91

Source: US Bureau of the Census, Census of the Population

[a] No data available

2.2.3. Employment and Income Trends

Cascade County is Montana's fifth most populous county, while Great Falls, the county seat, is the state's third largest city. Great Falls accounts for about 72 percent of Cascade County's total population. The city is home to Malmstrom AFB which is a driving force in the regional economy. Great Falls is also home to the C. M. Russell Museum, the Lewis & Clark Interpretive Center, Great Falls College Montana State University, The University of Providence, and the Montana Air National Guard.

The most recent available data shows that total full and part-time employment in the county was 50,348 in 2015, 98 percent of which were non-farm related employment. Total full and part-time employment in Cascade County grew at an annual rate of approximately 0.70 percent.

Data shows that between 1970 and 2015, the most notable net increases in employment occurred in the services industry, where the total number of jobs more than tripled. Other industry sectors showing sizable increases in employment since 1970 include: construction (net gain of 1,117 jobs); finance, insurance and real estate (net gain of 1,407 jobs); and state and local government (net gain of 935 jobs). Notable declines in employment were seen in the manufacturing, transportation and public utilities sector, federal and civilian government, and military. Combined, the declines in these sectors resulted in more than 5,000 fewer jobs in 2015 than in 1970.

Large civilian employers in the City and County include:

- Benefis Hospital (3,107 employees)
- Great Falls Public Schools (2,048 employees)
- City of Great Falls (575 employees)
- Great Falls Clinic (541 employees)
- Cascade County (500 employees)

Malmstrom AFB accounts for the majority of the military employees in Cascade County, although the Montana Air National Guard also provides significant numbers of military employment. Total full and part-time military employment in 1970 accounted for 15.5 percent of jobs in the County. Military employment in the county has steadily declined since 1970. There were 2,319 fewer military jobs in 2015 than in 1970. Total full and part-time military employment represented about 7 percent of jobs in the County in 2015. Most recently, military job losses resulted after a 2007 decision by the United States Air Force to deactivate the 564th Missile Squadron from its existing mission at Malmstrom.

2.2.4. Land Use and Development

Land use plays a critical role in shaping transportation networks. Land use decisions affect the transportation system and can increase viable options for people to access work and recreation sites, goods, services, and other resources in the community. In turn, the existing and future transportation system will be impacted by the location, type, and design of land use developments through changes in travel demands, travel mode choices, and travel patterns. For this reason, it is important to review community development patterns over time and understand where conditions may be favorable for new residential and non-residential growth.

2.2.4.1. Historic Development Patterns and Current Land Uses

The City of Great Falls was built largely upon a grid system of streets with a defined Central Business District surrounded by residential development. Commercial and industrial uses were typically concentrated in the Central Business District or along railroad lines or major roads and streets. The community has evolved over the years as population growth and new development has been realized. Commercial development is no longer focused in the downtown area and many retail functions have shifted to outlying shopping centers and commercial areas, like those along Tenth Avenue South and Third Street Northwest. Today, downtown Great Falls is the governmental and financial center of the community and houses many professional offices and specialty retail stores.

Extensive residential uses are still seen in the areas around the central City. However, some residential development pattern has extended to the unincorporated areas surrounding the City and is characterized by low-density residential development on lots of one to ten acres. Multiple family residential development is widely scattered throughout the community. Most new housing development in the Great Falls area has occurred to the southwest, southeast, and north of the city.

The City's current Growth Policy, *Imagine Great Falls 2025*[3], indicates "increased reliance on trucking has allowed manufacturers and other types of industries to locate wherever land is available with good access, adequate utilities, and proper zoning." It is no longer necessary for industrial land uses to be located near railroad lines. As a result, few substantial concentrations of new industrial development occur within the city proper. However, concentrations do occur in the North Park industrial subdivision and near the Great Falls International Airport as well as the Great Bear industrial subdivision on the northern edge of the City. **Figure 2** illustrates current land uses in the City of Great Falls.

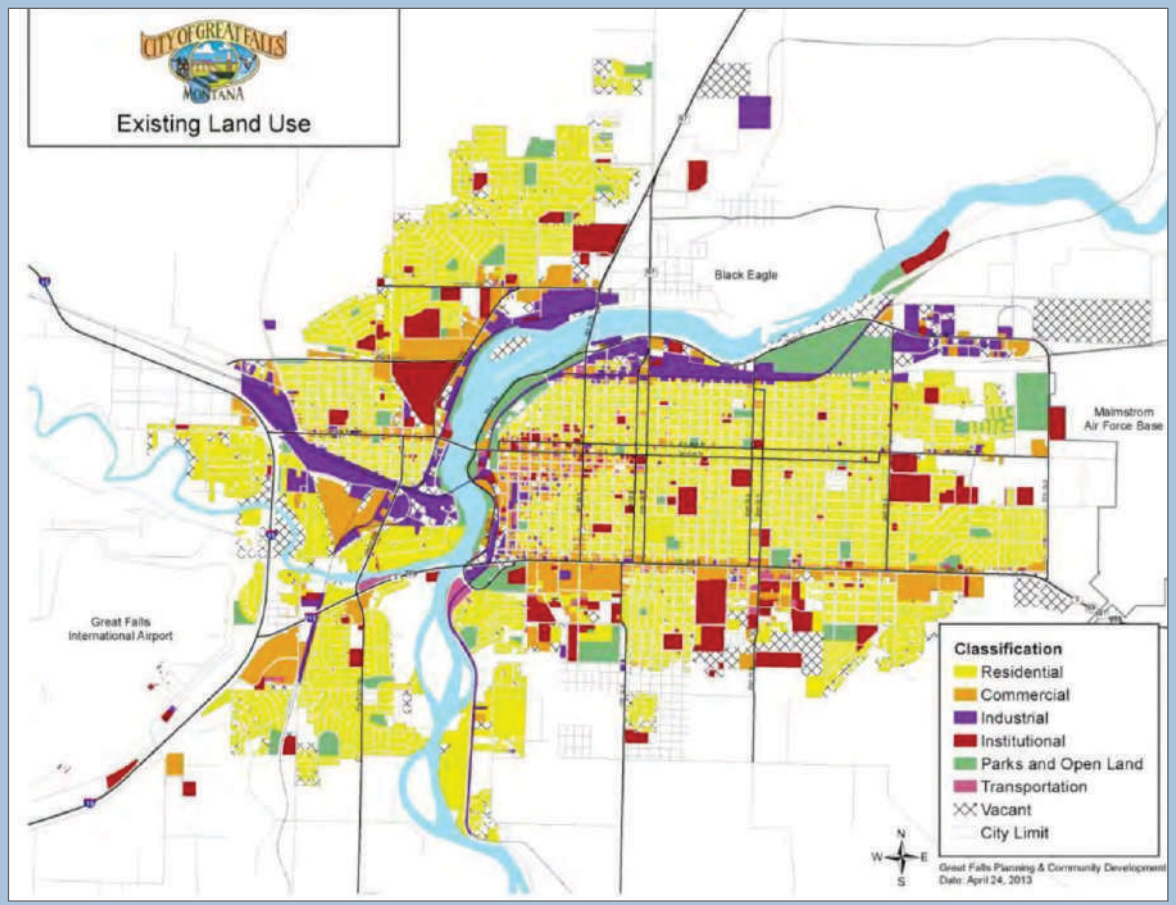


FIGURE 2: *Existing Land Use*

Source: Imagine Great Falls 2025, Growth Policy Update, 2013

2.2.4.2. Recent and Historic Development Trends

A map showing how the land area of the City of Great Falls has expanded between 1962 and 2012 is presented in **Figure 3**. The incorporated area of the City has increased by more about 9.3 square miles over the past 50 years and now encompasses more than 22.5 square miles of land. As **Figure 3** shows, the city has grown around most of its periphery. Notable areas where expansion has occurred include along the southern of expansion exist along the southern perimeter of the city and to the southwest in the vicinity of Great Falls International Airport. Infill development has occurred to the east between the city and Malmstrom AFB and north of the Missouri River along US Highway 87 and Black Eagle.

Numerous special area plans have been produced in Great Falls in recent years which help identify development goals and objectives and contain detailed evaluations of localized areas within the community. These plans are listed below:

- Downtown Access, Circulation, and Streetscape Plan[4] (April 2013)
- Malmstrom AFB Joint Land Use Study[5] (March 2012)
- Downtown Master Plan[6] (October 2011)
- Medical District Master Plan[7] (January 2007)
- Missouri River Urban[8] Corridor Master Plan (2004)

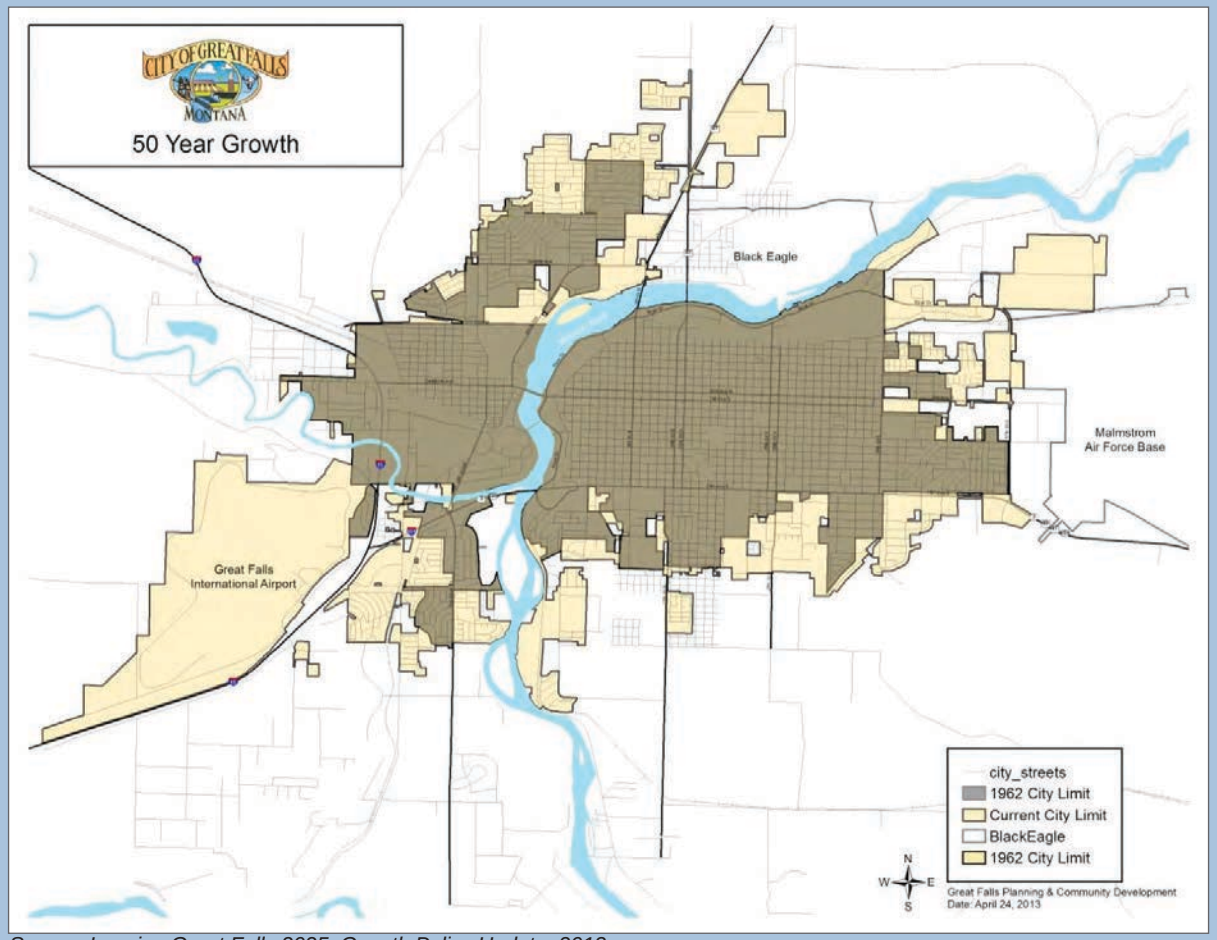


FIGURE 3: *City Expansion Since 1962*

Source: Imagine Great Falls 2025, Growth Policy Update, 2013

2.2.4.3. Future Growth Areas

Potential growth areas within the community were identified as part of the *Imagine Great Falls 2025* growth policy update. These growth areas are shown on **Figure 4**. The principal areas for new residential growth are envisioned along the southern edge of the city in the southwestern portion of the community. Residential growth is also anticipated along the northern perimeter of the city west of US Highway 87. Non-commercial development and industrial growth are envisioned around the airport, east of US Highway 87 and north of Black Eagle, and in the northeastern portion of the urban area near Malmstrom AFB. These potential growth areas were considered when allocating future residential and non-residential growth to the year 2038 within the study area.

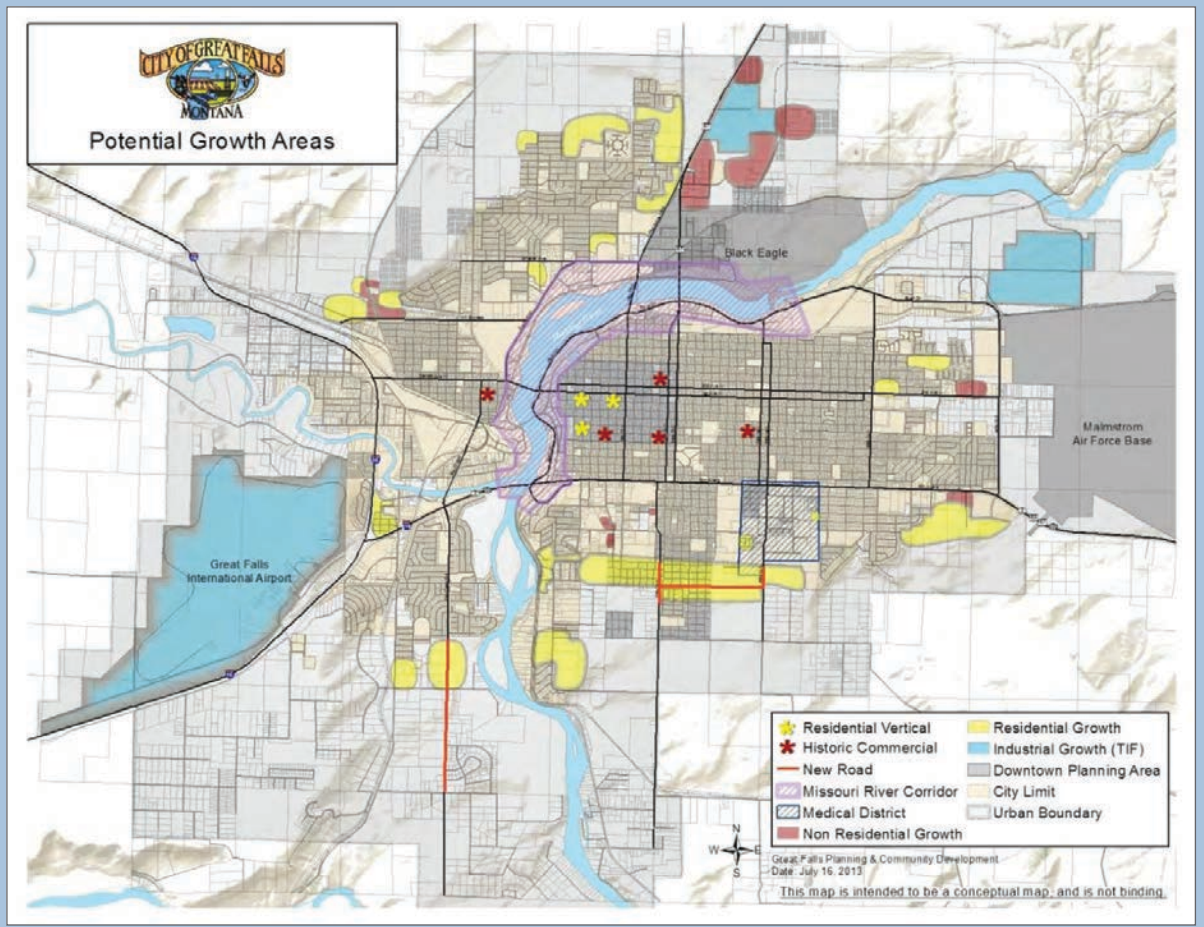


FIGURE 4: *Potential Growth Areas*

Source: Imagine Great Falls 2025, Growth Policy Update, 2013

2.3. Transportation Network

A transportation network is made up of many individual road segments which are connected in ways which permit vehicular movement. However, this network is not limited to personal vehicles, it is also meant to accommodate public transportation, bicycles, pedestrians, freight, rail, and other modes of transportation. Gaining a thorough understanding of each component of the transportation network will help ensure that all modes of transportation are able to navigate the transportation network safely and efficiently.

2.3.1. Major Street Network

A community's transportation system is made up of a hierarchy of roadways, with each roadway being classified according to certain parameters. Some of these parameters are geometric configuration, traffic volumes, spacing in the community transportation grid, speeds, and land use. Functional classification defines the nature of traveling within a network in a logical and efficient manner by defining the part that any particular road or street should play in serving the flow of trips through the entire network.

For the LRTP, emphasis was placed on roadways that are functionally classified as collectors, minor arterials, and principal arterials within the study area. **Figure 5** presents the existing major street network. Note that the functional classifications shown on these figures represent classifications determined by the Great Falls MPO and are not the "Federally Approved" Functional Classification system for the Great Falls area.

Included in the current study area are roadways with functional classifications of interstate system, principal arterials, minor arterials, collector routes, and local streets.

FUNCTIONAL CLASSIFICATIONS

- **Interstate:** The main purpose of an interstate highway is to provide for both regional and interstate transportation of people and goods. Primary users include all types, ranging from local residents and commuters, to travelers and freight operators. Interstate highways characteristically have fully controlled access (provided by a limited number of interchanges), high design speeds, and place a high priority on driver comfort and safety. The interstate system has been designed as a high-speed facility with all road intersections being grade separated.
- **Principal Arterial System:** The purpose of a principal arterial is to serve the major centers of activity, the highest traffic volume corridors, and the longest trip distances in an area. This classification of roadway carries a high proportion of the total traffic. Most of the vehicles entering and leaving the area will utilize principal arterials. Significant intra-area travel, such as between central business districts, outlying residential areas, and major suburban centers, is typically served by principal arterials.
- **Minor Arterial Street System:** The minor arterial street system interconnects with and supplements the principal arterial system. Minor arterials accommodate trips of moderate length at a somewhat lower level of travel mobility, as compared to principal arterials. They distribute travel to smaller geographic areas in addition to providing some access to adjacent lands.
- **Collector Street System:** The collector street network provides links from residential, commercial, and industrial areas to the arterial street network. This type of roadway differs from those of the arterial system in that collector roadways may traverse residential neighborhoods. The collector system distributes trips from the arterials to the user's ultimate destinations while also collecting traffic from local streets in the residential neighborhoods and channeling the traffic to the arterial system.
- **Local Street System:** The local street network comprises all facilities not included in the higher functional classes. The primary purpose of local streets is to permit direct access to abutting lands and connections to higher systems. Most local streets also provide residential and commercial access. Usually, service to through-traffic movements is intentionally discouraged either through low speeds or other traffic calming measures.

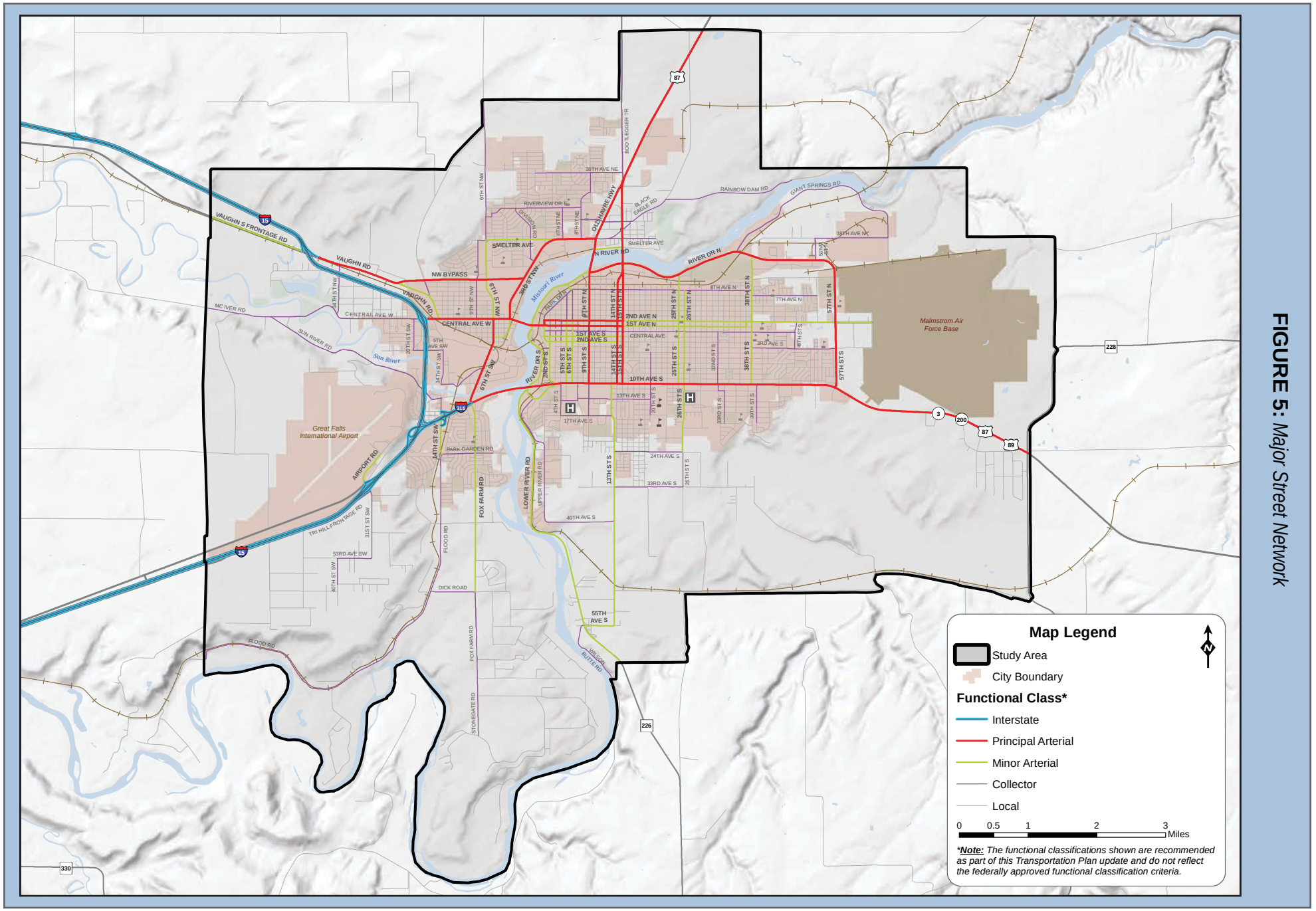


FIGURE 5: *Major Street Network*

2.3.2. Non-Motorized Network

An extensive effort was put forth for the 2014 LRTP to assess the existing non-motorized network conditions and determine the community's non-motorized needs. This assessment was performed by Alta Planning + Design and resulted in a thorough evaluation of existing facilities, policies, programs, and system deficiencies. A technical memo detailing the evaluation is included in **Appendix E** and is summarized here. The content of the memo has been reviewed and updated as appropriate to ensure an accurate representation of the current conditions.

2.3.2.1. Bicycle and Pedestrian Facilities

The Great Falls Area is fortunate to boast an approximately 60-mile off-street bicycling and walking system along the banks of the Missouri River. In general, Great Falls' older core neighborhoods and grid street system with small blocks lend themselves to walking and non-motorized transportation. Pedestrians use sidewalks, trails, alleys, and bridges in and around the City, however, there is a relative lack of designated on-street bicycle infrastructure. The city's first bike lane was installed in Summer 2013. Some additions to the existing bike and pedestrian facilities have taken place since the development of the 2014 LRTP. As such, there are many opportunities for improvement to the non-motorized transportation network, especially improvements to the bicycle network. The following list describes the existing bicycle and pedestrian facilities in the study area. A map of the existing bicycle and pedestrian facilities is presented in **Figure 6**.

Shared Lane Markings

Shared lane markings, or sharrows, are stenciled markings installed as an on-street facility where bicycles share the travel lanes with cars. Typically, these facilities occur on local roadways or on roadways with low traffic volumes and speeds. These facilities are used to connect other bikeways – usually bike lanes - or designate preferred routes through high-demand corridors. In implementation, roadways with shared lane markings are accompanied by a Bike Route designation and appropriate signage. Examples of routes with shared lane markings in the Great Falls Area are those along 4th Avenue North and 8th Avenue North.

Bicyclist riding on the 4th Ave N Shared Roadway

Bike Lanes

Bike lanes are a type of designated bikeway that uses signage and striping to delineate the right-of-way assigned to bicyclists and motorists. Bike lanes encourage predictable movement by both bicyclists and motorists. The Great Falls Area currently has 2.6 miles of bike lanes. The 57th Street N/2nd Avenue N bike lanes were installed in June and July 2013 between the 2nd Ave N gate of Malmstrom Air Force Base on the east, west to the intersection of 57th St N and 2nd Ave N, and then north and northwest to 38th St N and the River's Edge Trail extension.

57th St N/2nd Ave N Bike Lanes

Natural Surface Trails

The River's Edge Trail (RET) is the most notable natural surface trail in the Great Falls Area. In general, natural surface trails serve as both transportation and recreational facilities. The RET is nearly 60 miles long and over 35 miles of the trail are made up of natural surface trail. These parts of the trail are primarily used for singletrack mountain bike riding and walking/hiking, with most of the natural surface trail portion outside of the study area.

Shared Use Paths

Shared use paths are off-street paved trails that are designated for the use of bicyclists, pedestrians, and other non-motorized users such as skateboarders and rollerbladers. Approximately 25 miles of the RET is paved paths and trails. There are also other sections of shared use paths that are not part of the RET system.

Sidewalks

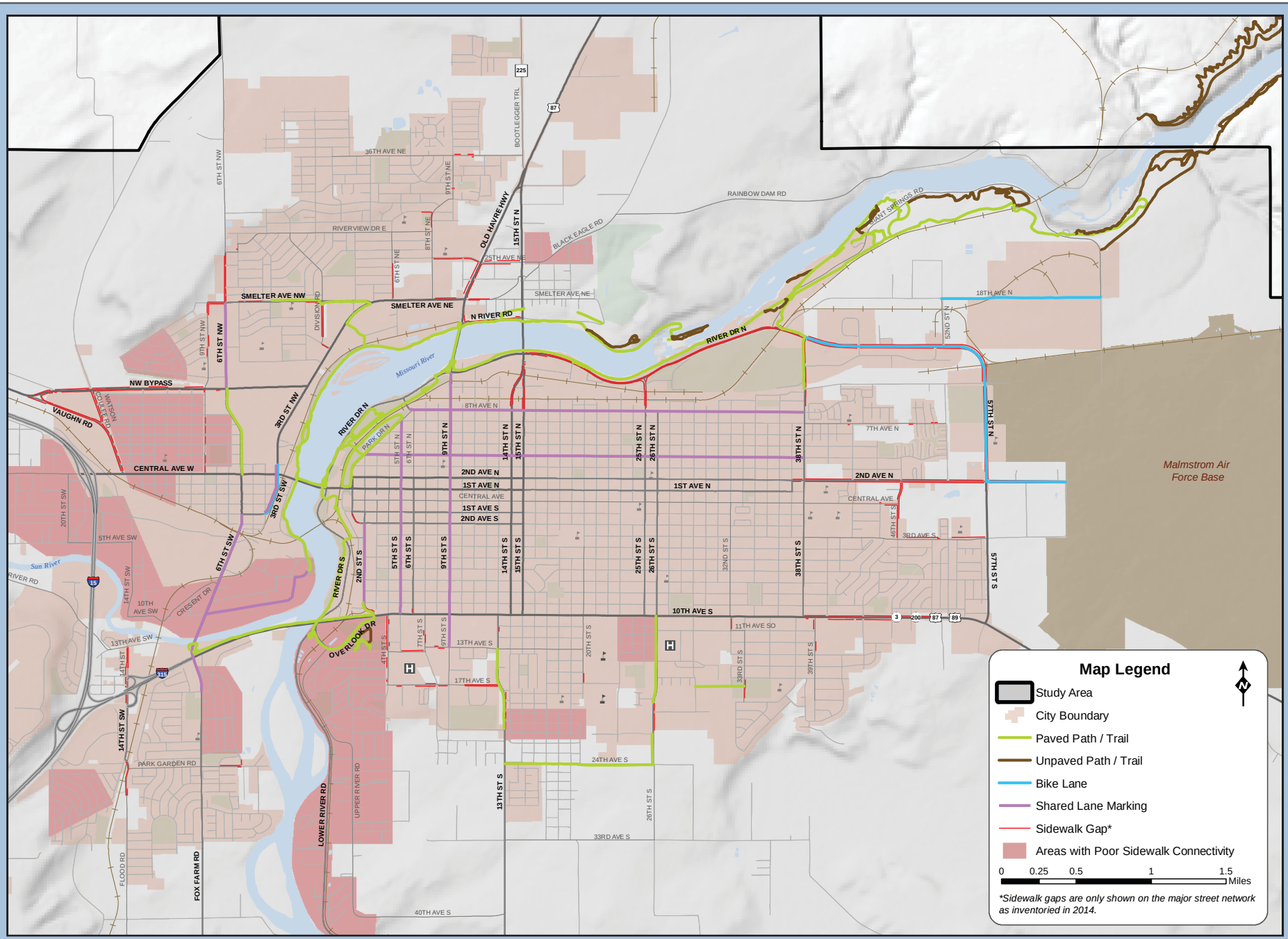
Most of the established areas of Great Falls have a very cohesive and continuous sidewalk network. On the outskirts and in new or fringe developments, however, such connectivity is lacking. Much of the latter areas were subdivided and built before being incorporated into the City (if at all), and most of the sidewalk gaps occur here. Developers and builders in unincorporated areas were not required to build sidewalks and they weren't included in the design of these neighborhoods. At the time of the 2014 LRTP, there were 37.62 miles of sidewalk gaps out of the 196 miles of potential sidewalk mileage within the City limits.

River's Edge Trail NW of Downtown Great Falls

Paved Portion of River's Edge Trail

There are some locations in Great Falls where sidewalks end

FIGURE 6: *Non-Motorized Network*



2.3.2.2. Non-Motorized Programs

River's Edge Trail

According to the River's Edge Trail website, the almost 60-mile trail system is the result of nearly 30 years of cooperative partnership efforts by the City of Great Falls, Cascade County, Montana Department of Fish, Wildlife & Parks (FWP), Montana Department of Transportation, electric utility PPL Montana, a volunteer trail advocacy group Recreational Trails, Inc., and a supportive community. As a result of this work, the RET has grown into a treasured community asset. Since 1989, the trail has grown to nearly 60 miles. The RET system is composed of 25 miles of paved paths and trails, and 35+ miles of unpaved or natural trails (primarily used for singletrack mountain bike riding and walking/hiking)9.

The history of the River's Edge Trail began with a conceptual plan for a riverside recreational trail in Great Falls (as developed by the City-County Planning Board staff in 1989). Dubbed the "Riverfront Recreational Corridor", the trail was to extend 7 miles from the Broadwater Bay area downstream to Rainbow Falls. The trail, re-named the River's Edge Trail following a Name-the-Trail contest in the Great Falls Tribune, captured the interest and support of the community. A volunteer group that advocated local bike trails, also in 1989, as part of the Vision 2000 community planning process, began working with the City to develop the first segments of the trail. That group was formalized as a non-profit 501 c3 corporation named Recreational Trails, Inc. (RTI).

Over the last 26 years RTI has continued to work with the City, County, FWP, PPL Montana and many other partners, agencies, groups and individuals to extend and improve the 60-mile trail. In 2015, the City of Great Falls assumed full management of the trail, hired a trails coordinator in 2016, and RTI transitioned into the River's Edge Trail Foundation10. Much of the trail has been constructed on abandoned railroad and road rights-of-way and structures. Miles of new trail connecting these segments have been constructed, as have many new tunnels, underpasses, bridges and trailheads. Volunteers have undertaken an on-going intensive cleanup of riverfront lands that had been littered with debris over the past decades, and have spent thousands of hours on weed control, tree planting, maintenance, and enhancement projects11.

Get Fit Great Falls

Get Fit Great Falls (GFGF) is a group that desires to have a healthier and more active community that is also more economically vibrant and physically active. Get Fit Great Falls is made up of representatives from 20 community organizations and agencies and although it is not officially a non-profit organization, it has been successful in its initial initiatives to encourage more walking and bicycling to Great Falls Voyagers baseball games, overall walkability of the City, and improving the relationship between pedestrians and other roadway users. Focusing on wheelchair accessibility and safety concerns for disabled users, GFGF has sought to work with the City to close sidewalk gaps and improve ADA access.

The River's Edge Trail in Great Falls follows the Missouri River.

Americans with Disabilities Act (ADA) Accommodations

An ADA ramp is an inclined ramp that allows access for those in wheelchairs, with other disabilities (including the elderly), and those pushing carts or strollers to transition gradually and safely between the sidewalk and the street, similar to the way a driveway curb cut allows a car to access a driveway and the roadway.

The City of Great Falls has made a significant effort in constructing and improving ADA curb ramps in recent years. In 2017, the City adopted the *Public Right of Way ADA Transition Plan*[12] which identifies barriers to accessible transportation on City properties and in the public rights of way and outlines methods to remove these barriers. To date, the City of Great Falls has:

- 5,626 corners total
- 1,074 ADA compliant ramps
- 1,843 non-compliant ramps
- 2,709 corners without ramps
- 90 traffic signals
- 37 signals without pedestrian push buttons
- 600+ miles of sidewalk

The Plan concluded that 63 percent of curb ramps in the City are non-compliant with ADA regulations. Twenty-eight ADA program methods have been established to help ensure compliance. The methods are broken down into three categories: (1) Administration, (2) Communications, and (3) Right-of-way related methods which are further broken down into ADA Inventory, Project Identification, Design and Construction, and Operation and Maintenance. Each year an Annual Action Plan will be completed which will include an implementation plan and schedule depending on that years available funding mechanisms. The LRTP adopts by reference the *ADA Transition Plan.*

The Great Falls Transit District ADA advisory committee is currently without effective guidance or leadership, but its role has traditionally been to advise the Board of Trustees or Directors on issues regarding wheelchair access and accommodating and providing services for those with disabilities who use the transit system. In the past, their priority was a curb cut, or ADA ramp, program. Once that began to pick up speed and more ADA ramps were installed on sidewalks, interested members of that committee dwindled and stopped coming to meetings.

ADA ramps create an easier transition between sidewalks and the streets.

2.3.3. Transit Network

The history of the existing public transit system in Great Falls goes back to 1978 when, by voter referendum, the establishment of a Transit District was approved. The purpose of the Transit District is to provide an alternative form of transportation to city and county residents in the Great Falls area. Funding for the district is provided through a combination of fare collections, property tax revenue, and Federal funds. The latter is administered by MDT and goes towards operating and capital costs. Passenger service started in February of 1982.

Since the creation of the Great Falls Transit District (GFTD), a variety of studies and plans have been created to assist the District with operations, and specific measures to improve financial sustainability and customer needs were identified. A comprehensive *Transit Development Plan (TDP)*[13] was completed by LSC Consultants on October 9, 2010. Much of the existing and proposed information presented herein relies heavily on the TDP.

2.3.3.1. Transit Facilities

The GFTD operates seven regular fixed routes. The fixed routes operate from roughly 6:30 AM to 6:30 PM on weekdays and from 9:30 AM to 5:30 PM on Saturday. Six of the seven routes, with the exception of Route 7-Southwest, operate on 30-minute headways during the morning and afternoon peaks (6:30 AM to 9:30 AM and 2:30 PM to 6:30 PM). This allows for extensive coverage during both school hour and commuter business hour travel times. Saturday service is hourly on every line. There is no transit service provided on Sundays.

The seven lines radiate from a timed-transfer point downtown at 1st Avenue South and 4th Street (referred to as the Downtown Transfer Station). Lines one through four make a timed connection at 10th Avenue South and 57th Street South. Lines five and six also make a timed connection at Division Road and 23rd Avenue NE.

A short description of the seven transit routes, along with their primary service market and basic ridership characteristics, is contained below. The seven routes are also shown graphically on **Figure 7**.

Route 1 (Southeast): This route serves various medical facilities, shopping destinations, lower and higher educational facilities, and residential areas. This route snakes its way through the area on minor streets, rather than running straight along an east – west roadway route.

Route 2 (Central): This route serves Central Avenue from the Central Business District (CBD) to 44th Street, then turns south and east along 3rd Avenue South to the East End Timed Transfer Hub. Route 2 serves numerous public and private schools, some commercial areas, and extensive residential areas.

Route 3 (Northcentral): This route primarily runs along 8th Avenue North. Route 3 runs adjacent to residential areas, a few small commercial centers, and services the Malmstrom Air Force Base.

Route 4: (Southcentral): Route 4 has its highest boarding counts between the CBD and 20th Street South. Daily activity is strongest in the early morning and mid-afternoon. These times correspond with school arrivals and releases.

Route 5 (Northwest): Route 5 has high boardings around CM Russell High School, and in the older west side neighborhood around 3rd Avenue Northwest and 14th Street Northwest. Except for these two areas, each end of the route and Central Avenue West are the only areas of any significant activity.

Route 6 (Northeast): Ridership on Route 6 occurs primarily at a few locations: the transit center, North Middle School, Skyline School, and WalMart. There are also a number of boardings around the node of commercial land uses at the intersection of 10th Avenue North and 14th Street North, which includes the Women's Transition Center.

Route 7 (Southwest): This line provides service to the Marketplace Shopping Center on 14th Street Southwest, via Fox Farm and Park Garden Roads.

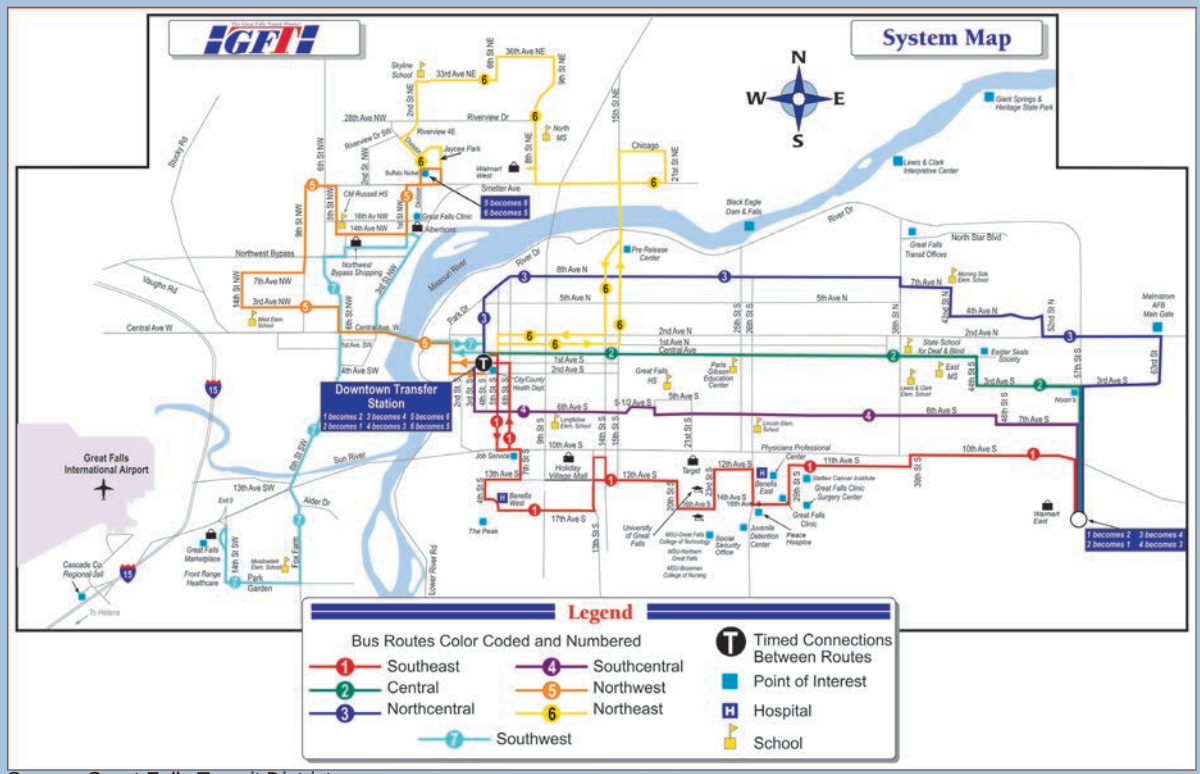


FIGURE 7: *Transit System Route Map*

Source: Great Falls Transit District.

2.3.3.2. Paratransit Operations

There are a number of paratransit operators that provide an alternative transit mode of travel to system users in the community. First and foremost is the paratransit known as the “Access Transportation Service”, which is the ADA paratransit service provided by Great Falls Transit. The service is restricted to eligible registrants based on a functional assessment administered by the Great Falls Transit staff. The service is provided under contract by Diamond Cab and Diamond Wheelchair Services.

In addition to the service provided by the Diamond Cab Company, there are several retirement developments that provide service to residents of the various retirement facilities. Some of the facilities that are served by Aging Services are the Lodge, Cambridge Court, Cambridge Place, and Rainbow Retirement Center.

Passenger service for the Great Falls Transit District started in February 1982.

2.3.3.3. Connectivity to Transit

Trips by transit often begin and end on foot or bicycle or both. When connectivity to transit is poor, ridership and ease of use of the system is also negatively affected. By improving sidewalks at and near bus stops, constructing bus shelters for waiting patrons, and planning routes near popular bicycling and walking routes, citizen connectivity to transit can improve.

The GFTD bus route network is mostly a flag-down system, but there are plans and programs now in place to include fixed stops and the amenities that go along with them. A completely fixed stop system has been discussed internally at GFTD, but a plan for implementation has not been created yet. The advantages of a fixed stop system, especially for bicyclists and pedestrians, would be, among others, improved predictability of route time tables and scheduling, both for the user and the Transit District.

Bicycling

Nearly all GFTD buses now have bike racks mounted on the front of the bus that allow users to use buses to connect longer legs of a trip, in case of an emergency or breakdown, or to avoid inclement weather or difficult topography. GFTD has not, however, tracked or counted their use to determine demand on certain routes, or where bicyclists board and alight most.

Walking

The GFTD is currently focused heavily on addressing connectivity to newly implemented fixed stops via sidewalks and applicable improvements. According to the City and GFTD, there are transit users with limited mobility who use paratransit and other transit services because there are not sidewalks where they want to go or that access traditional bus stops and not necessarily because they require a paratransit ride.

2.3.4. Goods Movement Network

Goods movement affects all modes of transportation and a broad mix of land uses in the Great Falls Area. Goods move through the region alongside drivers, pedestrians, cyclists, and passengers traveling by bus, rail, and air. The goods movement network connects and passes through commercial districts, residential neighborhoods, and parks. Demand for goods movement is increasing as the region's economy and population grows. Integrating goods movement into the transportation system and local land uses is critical to protecting safety and quality of life.

Heavy industry has an important role in the Great Falls Area. These industries are expecting continued growth in the Great Falls Area to support developments in oil and gas extraction and refining, and agriculture. Notable products on the goods movement system include oil and gas extraction materials and equipment, grains and other perishables, aerospace equipment and parts, and wind energy equipment and supplies. Examples of employers in these industries include the Calumet Montana Refining, Pacific Steel and Recycling, ADF Group (Steel Fabrication), Pasta Montana, Malteurop and General Mills.

The military also maintains a strong presence in the Great Falls Area. Malmstrom AFB's direct and indirect economic impact totaled over $330 million, and expenditures for construction, services, materials, equipment, and supplies totaled about $69 million in 2012[14]. The AFB relies on an efficient and secure goods movement network to transport these goods to and from the base. In particular, the AFB relies on roadway connections to Great Falls International Airport, which is a key component of the military transportation network as well as being the location of the Montana Air National Guard Facilities.

Freight and rail are integral part of the goods movement network in the Great Falls area.

2.3.4.1. Goods Movement by Transportation Mode

Montana exports over 61 million tons of goods, with a total value of over $6.6 billion dollars and about 11 million tons of goods terminate in Montana, valued at about 12.1 billion dollars[15]. This is because Montana is part of a trade corridor linking midwestern and northwestern port markets. Consequently, there is a large amount of through-bound goods movement. Trucking serves a greater share of locally serving trips – those originating and terminating in Montana – due to the ability of trucks to serve diffuse markets. While the Great Falls Area is affected by through trips on the highway and rail networks, locally serving trips have the greatest impact on the regional economy and quality of life.

The Port of Sweetgrass is located along Interstate 15 (I-15) approximately 120 miles north of Great Falls, and is Montana's largest international port of entry. It is the only port in western Montana that is open twenty-four hours a day. It is located near three of western Canada's largest cities: Calgary, Lethbridge, and Edmonton. Together, these cities have a population of approximately 1.25 million. Approximately 980,000 people travel through the Sweetgrass Port of Entry each year[16]. After passing through the Port of Sweetgrass, trucks largely travel on I-15 through Great Falls and continue to destinations to the south, southeast, and west.

Great Falls is located along the Canamex Trade Corridor, which was designated as a High Priority Corridor by Congress in the 1995 National Highway Systems Designation Act. I-15 is the designated corridor through Great Falls and northern Montana. South of Great Falls to Mexico the corridor includes a combination of roadways. The corridor's main objective is to facilitate trade between these nations and strengthen its position in the global economy[17].

Great Falls International Airport sees a significant share of Montana air cargo, which extends into southern Alberta, Canada. Large distances and rough terrain between cities and towns often make air travel the most efficient mode of transportation. FedEx Express uses the airport as their statewide hub, linking smaller flights to communities within the state, and linking to hubs in other states. FedEx also contracts with the United States Postal Service to carry first class mail.

2.3.4.2. Origins and Destinations

Much of the locally serving goods movement is destined for industrial or commercial districts. Heavy industrial areas (I-2 District) are located within the northeastern quadrant of the city, along Highway 87, heading northeast from Great Falls, or along River Drive North on the east side of Great Falls. There are some light industrial districts (I-1 District) just north of a high-density residential district (R-3 District) adjacent to 8th Avenue North, and also on the west side of Great Falls between the Missouri River and I-15 where the BNSF rail yard is located. Great Falls International Airport is an important location in the area's freight network, as goods move to and from the region via this location.

Goods move to and from commercial districts of the city as well. The Central Business Core (C-4 District) is located north of 10th Avenue South, just east of the Missouri River. Goods moving to the Central Business Core arrive by various arterials connecting to the Core, including: 2nd Street South, River Drive North and South, 5th/6th Streets South one-way couplet; 1st/2nd Avenues North one-way couplet; 9th Street North and South; and Central Avenue West/1st Avenue North.

2.3.4.3. Routes and Facilities

The Great Falls Area's goods movement network benefits from truck, rail, and air transportation modes that facilitate goods movement throughout the region. **Figure 8** presents the goods movement routes and facilities in the Great Falls Area.

Trucks

Figure 7 illustrates the routes generally used by trucks in the Great Falls Area. Official truck routes to be used by through trucks are identified in the City of Great Falls city code[18]. Typical truck routes are those that are outside the municipal boundary and connect to the official truck routes, forming complete goods movement routes.

Trucks generally travel on I-15 to access markets outside the region. Locally-serving trucks access the city via the NW Bypass or Central Avenue West. From the southwest, trucks access the city on Country Club Boulevard and 10th Avenue South, with access to commercial areas. Trucks access the city via Highway 87 in the northeast, with connections to Smelter Avenue and River Drive. From the southeast, trucks enter along 10th Avenue South.

Rail

Great Falls is well-integrated into the nation's freight rail system, with numerous facilities and services. Rail facilities carry freight on lines northeast of the city and along the east side of the Missouri River, crossing the river south of downtown. The rail lines connect to the BNSF rail yard just west of the river. Rail lines extend south and northwest from the rail yard. Great Falls is located on the 100-mile BNSF main line that links Shelby and Great Falls, known as "The Great Falls Subdivision".

Rail spurs connect the rail network to several industrial facilities in the Great Falls Area, providing direct access to major goods movement facilities. **Figure 7** illustrates the rail lines serving the Great Falls Area. A circuitous railroad spur deviates from the area near the AgriTech Industrial Park, crosses the Missouri River just west of Rainbow Dam, and circles north and west to the Malting Plant. This spur line is located outside the City of Great Falls but supports significant goods movement activity in and through the area.

Air

The Great Falls International Airport has substantial infrastructure for the air cargo industry.

The Great Falls International Airport offers substantial infrastructure for the air cargo industry. The airport's primary runway is 10,502 feet long; the secondary runway is 6,030 feet long. The airport operates a control tower and four terminal gates. The airport occupies just over 2,100 acres and has a 531,000-square foot cargo apron area, and 72,000 square feet of cargo warehouse space. FedEx uses the warehouse space as a sorting and distribution hub for Montana. The airport operates a foreign trade zone that offers tax-free purchases to international customers. The U.S. Customs Border Patrol operates an office on the airport, which facilitates international travel.

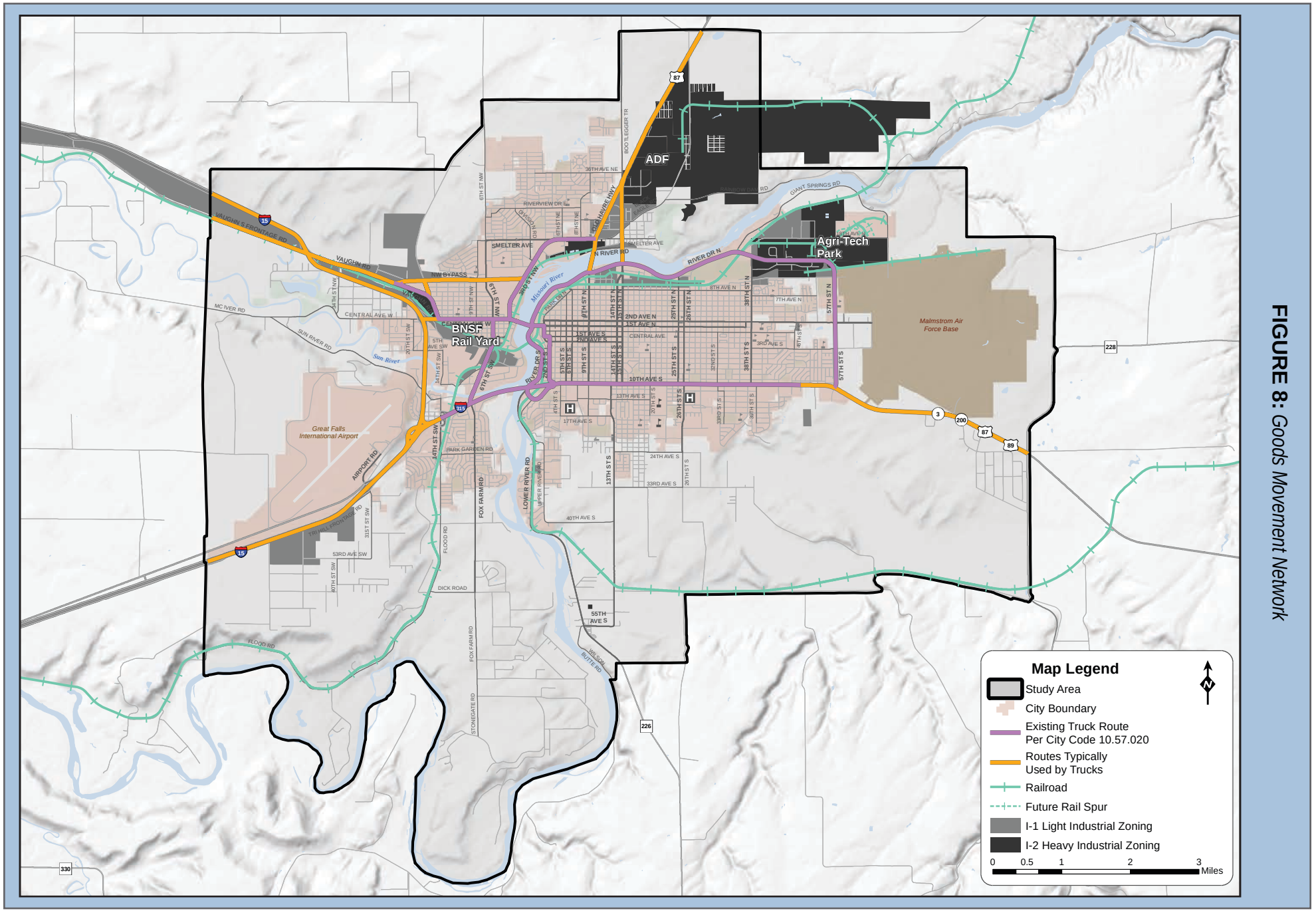


FIGURE 8: *Goods Movement Network*

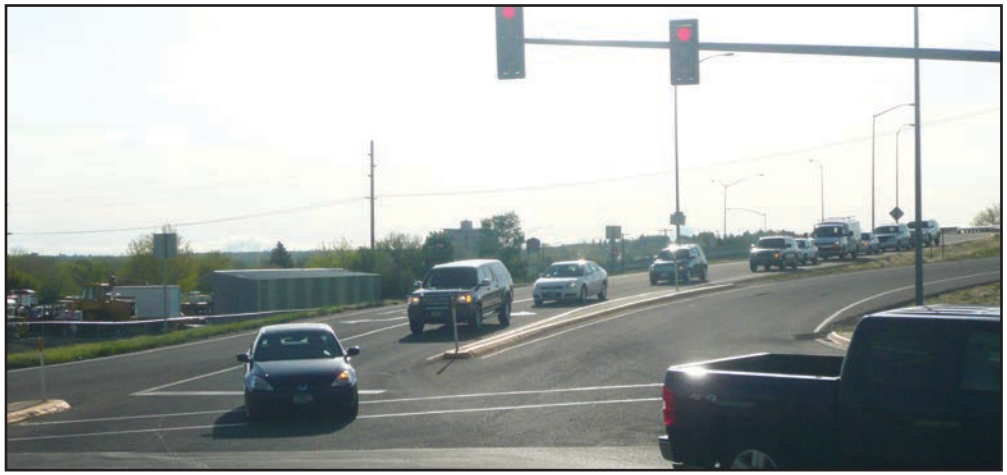
2.4. Transportation Conditions

Current information about the transportation system was analyzed to establish the existing traffic conditions and to determine potential problem areas. Existing data was provided in the 2014 LRTP and was updated as appropriate using data provided by MDT, the City of Great Falls, and Cascade County. No new data was collected for the 2018 update of this Plan as the available existing data was determined to accurately represent the current transportation conditions. The combination of data from the 2014 LRTP and the newly supplied data was used to determine the existing operational characteristics of the transportation system.

2.4.1. Roadway Volumes and Capacity

The capacity of the roadways is of critical importance when looking at the growth of the community. As traffic volumes increase, vehicle flow deteriorates. When traffic volumes approach and exceed the available capacity, users experience congestion and vehicle delay. As such, it is important to investigate the size and configuration of the existing roadways and to determine if these roads need to be expanded to accommodate the existing or projected traffic demands. The capacity of a roadway is based on various features including the number of lanes, intersection function, access and intersection spacing, vehicle fleet mix, roadway geometrics, and vehicle speeds. Individual roadway capacity varies greatly and should be calculated on an individual basis. However, for planning and comparison purposes, theoretical roadway capacities were developed based on the existing roadway configuration. **Table 5** presents the capacities, given in vehicles per day, that have been used for this work. The values given in the table are not intended to be used to set any thresholds for roadway performance, but rather provide general information to be used for comparison purposes.

A roadway's capacity, and volume-to-capacity (v/c) ratio, can be used as a comparison tool when looking at the transportation system. The v/c ratio of a roadway is defined as the traffic volume on the roadway divided by the capacity of the roadway. **Figure 9** presents the resultant v/c ratios for the existing major street network. The v/c ratios help identify potential capacity deficiencies on the transportation system.



Poor intersection function at the intersection of I-315 Eastbound Off Ramp and 14th St SW can cause vehicle delays on the connecting roadways.

Table 5: Theoretical Roadway Capacity

Road Configuration	Capacity (vpd) [a]
2 Lane	12,000
2 Lane - Divided / TWLTL	18,000
3 Lane	18,000
3 Lane - Divided / TWLTL	24,000
4 Lane	24,000
4 Lane - Divided / TWLTL	32,000
6 Lane - Divided / TWLTL	48,000
Interstate	68,000

[a] Values represent planning level daily capacities developed for this Transportation Plan and are intended for comparison purposes only. Actual physical roadway capacity can vary greatly depending on road design features and access control.

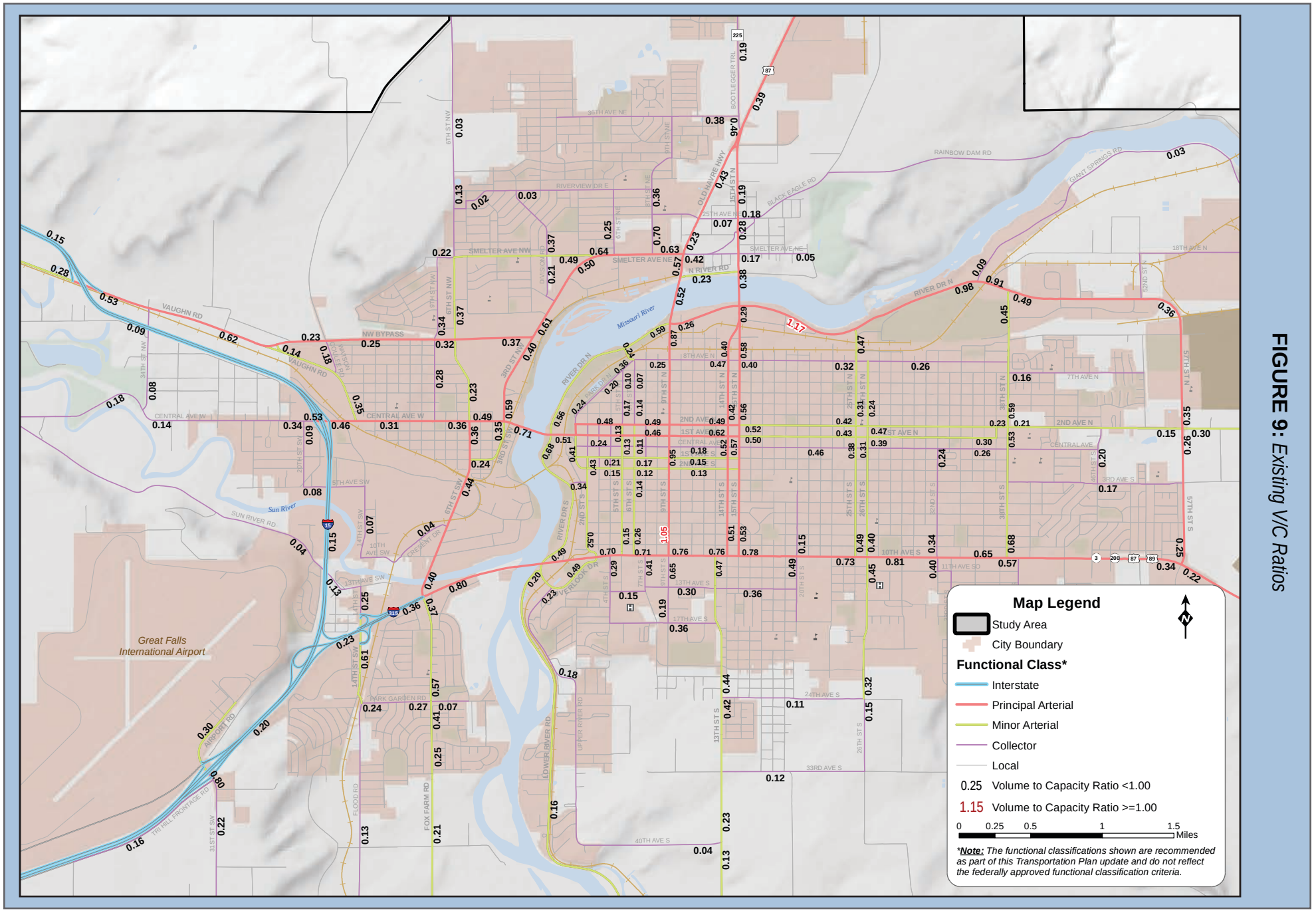


FIGURE 9: *Existing V/C Ratios*

2.4.2. Intersection Operations

Urban road systems are ultimately controlled by the efficiency of major intersections. High amounts of vehicle delay at major intersections directly reduces the number of vehicles that can be accommodated along the road during peak hours. Intersection performance is evaluated in terms of vehicle delay. The amount of vehicle delay experienced at an intersection correlates to a measure called level of service (LOS). LOS is used as a means for identifying intersections that are experiencing operational difficulties, as well as a means to compare multiple intersections. The LOS scale represents the full range of operating conditions. The scale is based on the ability of an intersection or street segment to accommodate the amount of traffic using the intersection. The scale ranges from "A" which indicates little, if any, vehicle delay, to "F" which indicates significant vehicle delay and traffic congestion.

LOS are a microscopic approach to evaluating traffic operations. Intersection LOS defines intersection performance in terms of vehicle delay and does not factor in alternative travel modes nor does it take into consideration the health of the overall transportation system. Intersection LOS is often based on a single hour, or peak hours, for which the system is most congested. A more macroscopic approach to improving the transportation system, not just reducing peak hour delay at single intersections, should be taken.

Data from various sources were compiled to display LOS for intersections in the study area. Intersections having poor operations or safety concerns were identified by the City as needing analysis and were therefore included herein. Data from recent corridor planning studies conducted by MDT (I-15 and River Drive Corridor Studies) were used to provide a more current LOS analysis than that provided in the 2014 LRTP. Additionally, there are count locations where more current (year 2016 or 2017) data is available, in these locations a new LOS analysis was performed using the updated turning movement counts. For many of the intersections counted for the 2014 LRTP there is no new data available, in which case the LOS calculations from the 2014 LRTP remained the same for the current LRTP.

In total, 50 intersections have been included in the LOS analysis. Of those intersections, 33 locations use the LOS data from the 2014 LRTP. An additional 14 locations were from the *River Drive Corridor Study*[19] or the *I-15 Gore Hill to Emerson Junction Corridor Study*[20]. There are only three locations where new data is available. Each intersection was analyzed for the peak hours, defined as 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. **Figure 10** shows existing peak hour LOS at the various intersections included in the analysis.

The Gore Hill Interchange experiences delay particularly during the PM peak hour.

The intersection of Bootlegger Trail and US-87 operates at a failing LOS during the PM peak hour.

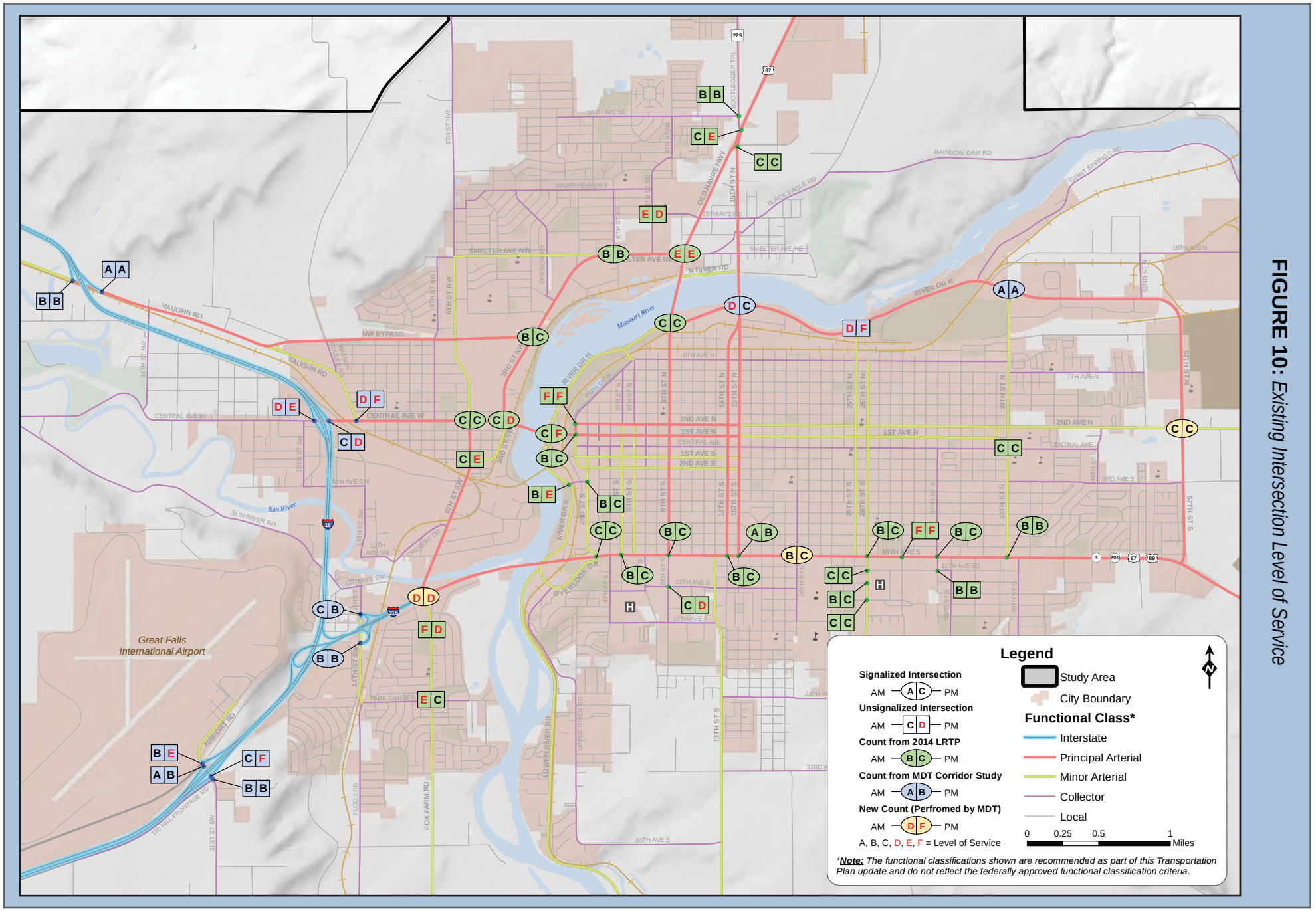


FIGURE 10: *Existing Intersection Level of Service*

2.4.3. Active Transportation Data

Providing an accurate picture of pedestrian and bicycle activity within any community is difficult. Data are typically not available or not comprehensive enough to form a complete picture of active transportation behavior. Data for vehicles is, by comparison, more readily available. The vehicle or type of transportation that people choose for their trips, either commuting to and from work, doing errands, or other trips, is available via the American Community Survey (ACS) and the National Household Travel Survey (NHTS).

2.4.3.1. Commuting (ACS)

Bicycling

The 2011-2016 five-year ACS averages show that approximately 0.5 percent of commuters choose to travel to and from work by bicycle in Great Falls. When compared to the rest of the US, this figure is lower than the average, (0.6 percent) and is less than Montana's average mode share for bicycling to work (1.4 percent). Great Falls has fewer bike-to-work commuters than all other large Montana cities.

Walking

About 3.1 percent of commuters in Great Falls walk to and from work. This is higher than the national (2.8 percent) and lower than the state (5.1 percent) averages, but the same as the 2000 Census when 3.1 percent of commuters walked. Great Falls has fewer walk-to-work commuters than Billings, Missoula, Bozeman, and Helena but outperforms Butte and Kalispell.

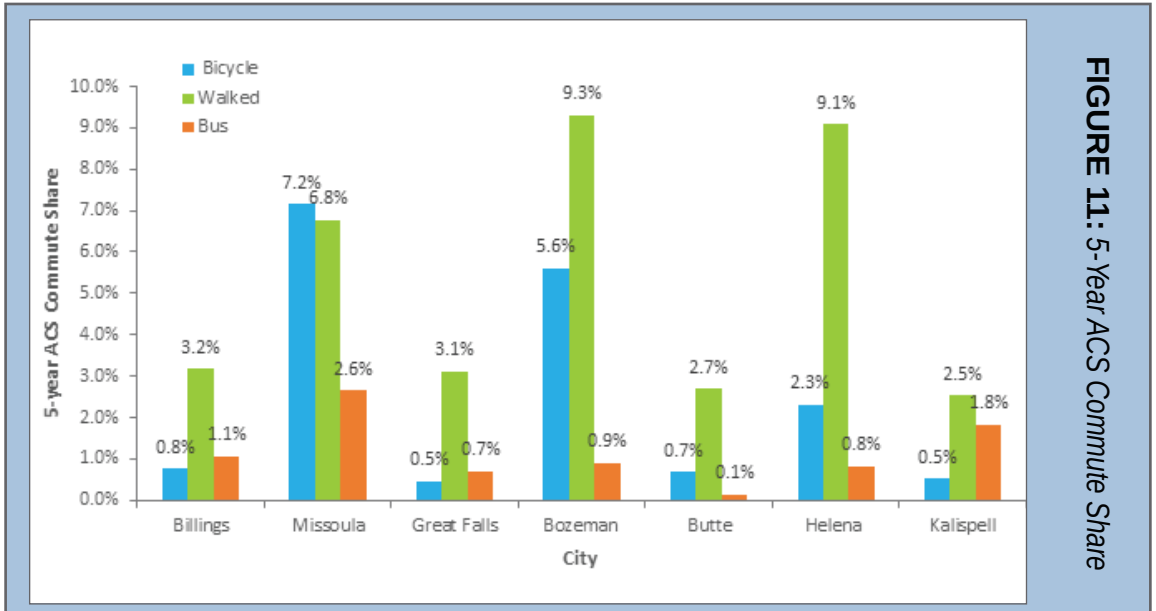


FIGURE 11: *5-Year ACS Commute Share*

2.4.3.2. All Trips (NHTS)

Bicycling

Bicycle mode share for all trips in Great Falls is estimated at 1.4 percent, which is higher than the national average (1.0 percent) but lower than the statewide average for Montana (2.5 percent). Great Falls' total bicycle mode share is higher than Billings and Butte, but lower than the other four cities.

Walking

An estimated 5.5 percent of all trips in Great Falls are walking trips, which is much higher than the ACS data outlining walking to and from work (2.7 percent), but it still remains lower than all six Montana cities in the graph and also lower than the national (6.1 percent) and Montana (10.6 percent) averages.

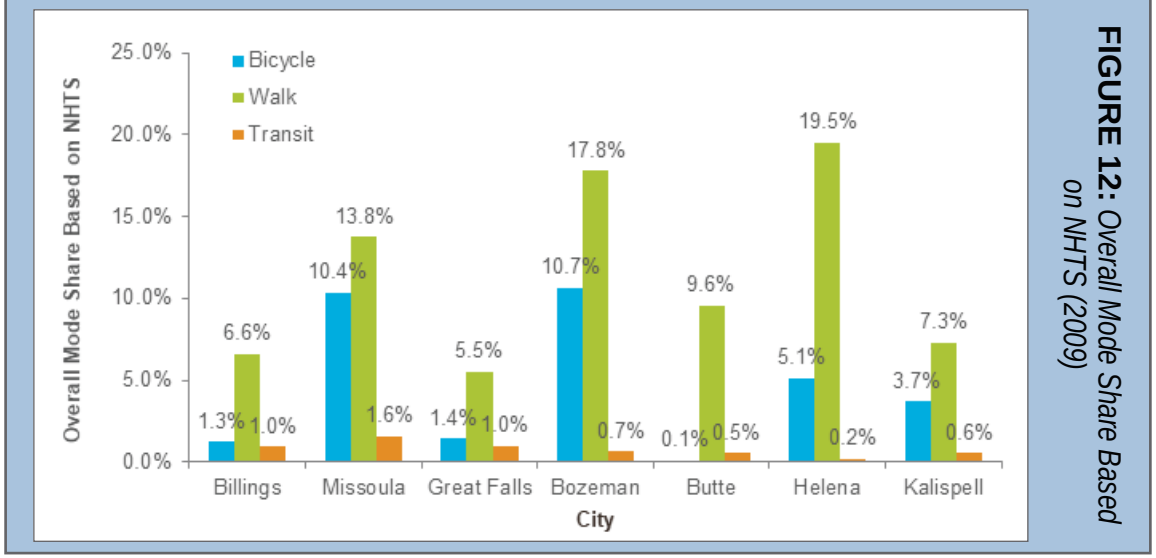


FIGURE 12: *Overall Mode Share Based on NHTS (2009)*

2.5. Safety

The MDT Traffic and Safety Bureau provided crash data for the five-year period from January 1st, 2012 to December 31st, 2016. The crash reports are a summation of information from the scene of the crash provided by the responding officer. As such, some of the information contained in the crash reports may be subjective. According to the MDT crash database, there were 8,558 crashes reported within the study area during the analysis time period.

The spatial distribution of all crashes was plotted based on the reported crash locations. The number of crashes per area were then tallied and are displayed in **Figure 14**. Locations with higher traffic volumes appear to have a higher number of crashes.

2.5.1. Crash Severity

Reported crashes are categorized by crash severity and the most severe injury defines the severity of the crash. For example, if a crash results in a fatality and an injury, the crash would be considered fatal. During the five-year analysis period, there were 1,860 injury crashes (22 percent) which resulted in 2,589 injuries. Of the injury crashes, 82 (1.0 percent) resulted in incapacitating injuries. In addition, there were 17 fatal crashes (0.2 percent) resulting in 19 fatalities. **Figure 13** shows the crash severity for all crashes in the Great Falls Area for the five-year analysis period. **Figure 15** shows the location of the crashes which resulted in incapacitating injuries and/or fatalities. An incapacitating injury is defined as an injury, other than a fatality, which prevents the injured person from walking, driving or normally continuing activities they were capable of performing before the injury.

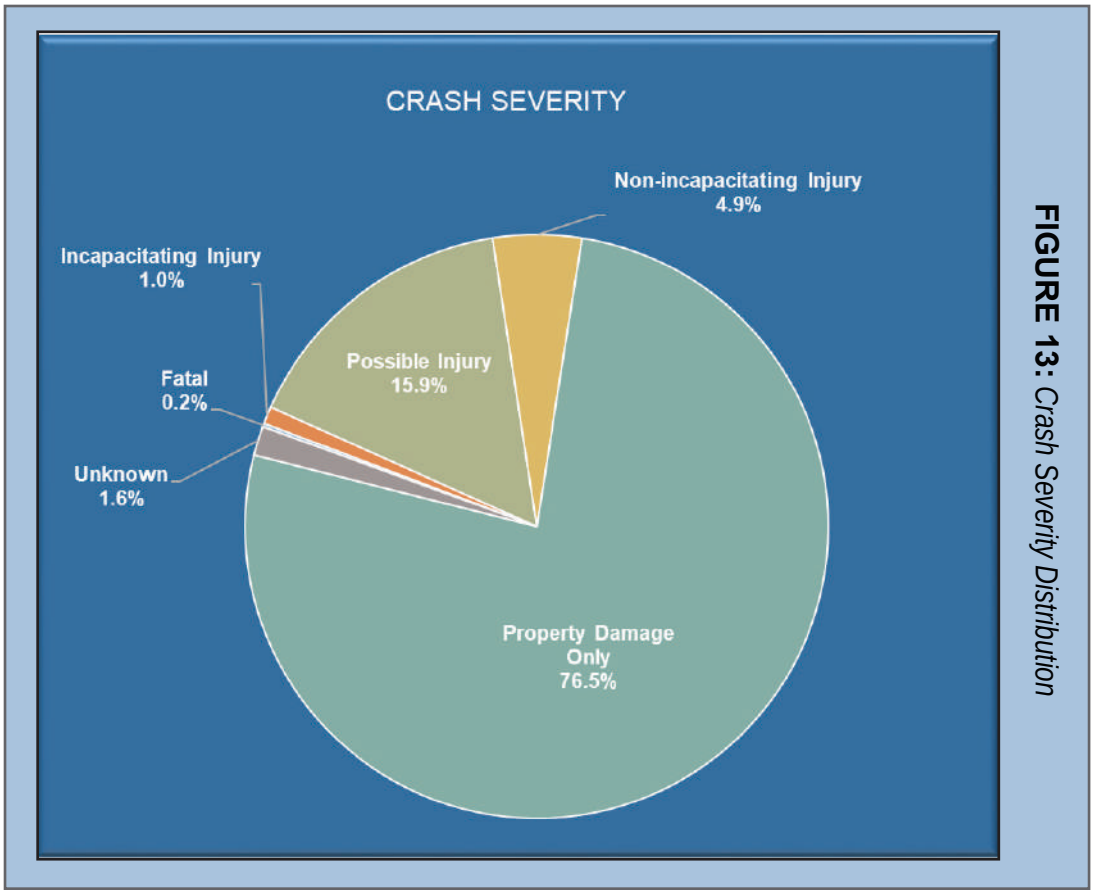
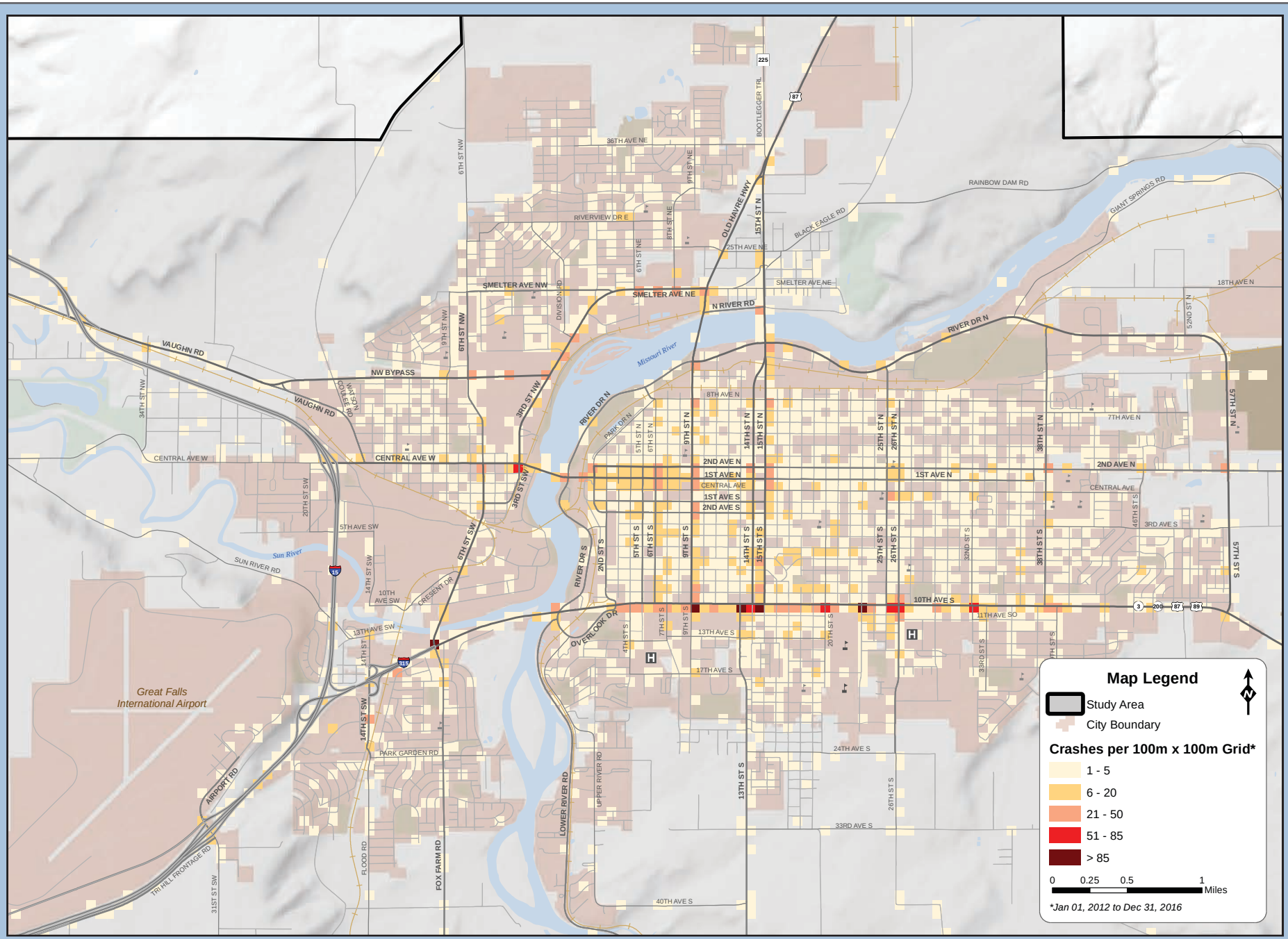


FIGURE 13: *Crash Severity Distribution*

FIGURE 14: *Crash Density*



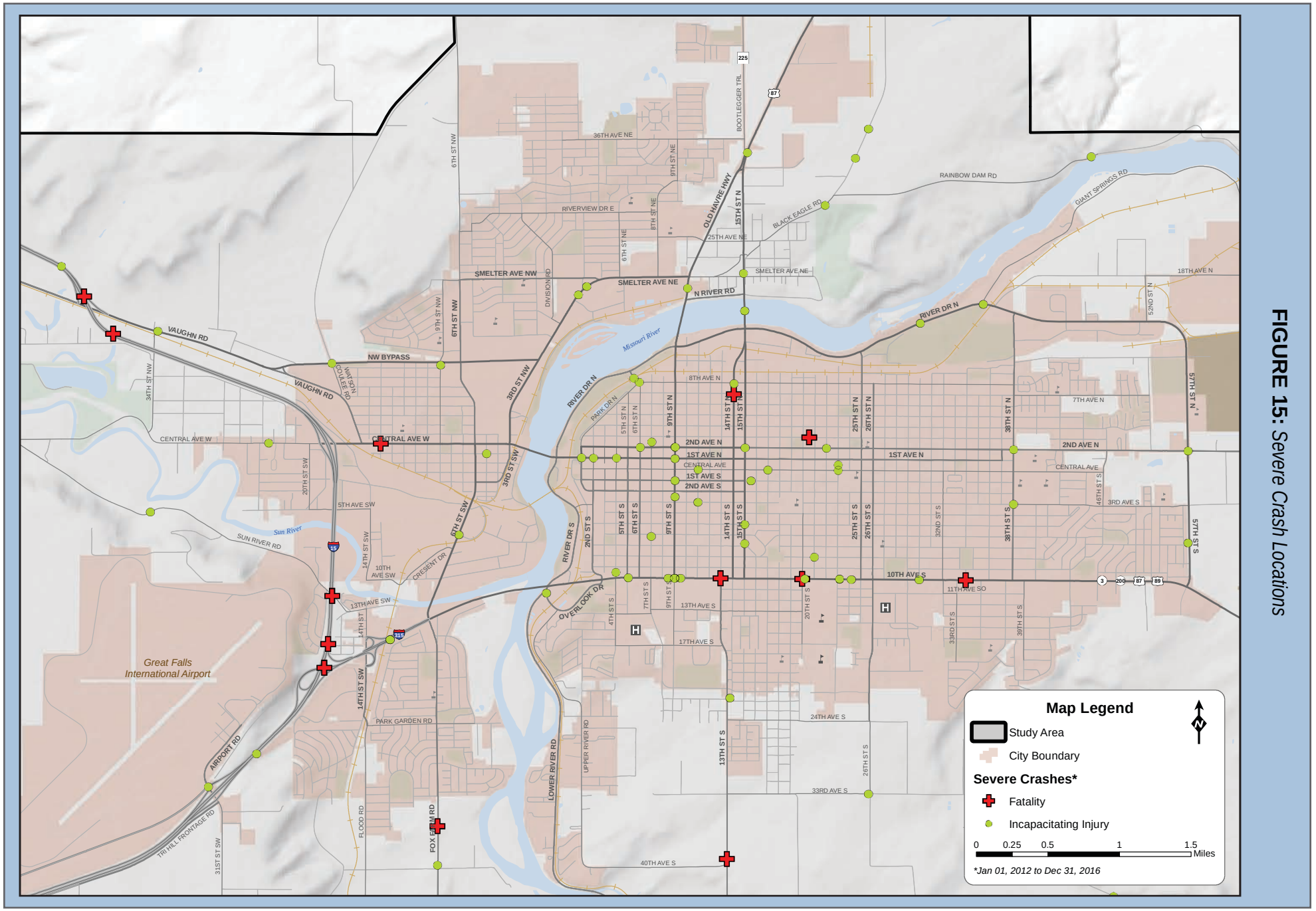


FIGURE 15: *Severe Crash Locations*

2.5.2. Intersection Safety

The 50 intersections that were studied for LOS were also evaluated for crash statistics. The crash information was analyzed to identify those intersections with crash characteristics that may warrant further study. The crash rate represents the number of crashes against the daily traffic volumes of the intersection. The rate is expressed as the number of crashes per million entering vehicles. The following equation is used to calculate crash rate:

$$\frac{Total\ Number\ of\ Crashes\ \times 1{,}000{,}000\ vehicles}{Vehicles\ per\ day \times Number\ of\ Years\ \times 365\ days/year} = Crash\ Rate$$

The severity index is calculated by applying multipliers to crashes based on severity. For the severity index, crashes were broken into three categories of severity: property damage only (PDO), non-incapacitating injury, and fatality or incapacitating injury crashes. Each of these three types is given a different multiplier: one (1) for PDO, three (3) for injury, and eight (8) for fatality or incapacitating injury crashes. The following equation is used to calculate severity index:

$$\frac{(\#PDO \times 1) + (\#Injury \times 3) + (\#Fatal\ or\ Incap \times 8)}{Total\ Number\ of\ Crashes} = Severity\ Index$$

The severity rate was determined by multiplying the crash rate by the severity index. **Table 6** lists the intersections with crash severity rates greater than 1.00.

Table 6: Intersection Crash Severity

Intersection	Crash Rate	Severity Index	Severity Rate
10th Avenue S / 9th Street S	1.80	1.66	2.98
10th Avenue S / 15th Street S	1.41	1.42	2.00
10th Avenue S / Fox Farm Road	1.36	1.45	1.98
Park Drive N / 2nd Avenue N	1.42	1.29	1.82
10th Avenue S / 25th Street S	1.09	1.63	1.77
River Drive N / 9th Street N	1.03	1.63	1.68
10th Avenue S / 32nd Street S	1.06	1.54	1.63
River Drive N / 1st Avenue N	1.17	1.32	1.54
Central Avenue W / 3rd Street NW	0.92	1.64	1.51
10th Avenue S / 20th Street S	0.82	1.83	1.51
15th Avenue S / 26th Street S	0.93	1.62	1.50
I-15 SB Off Ramp / Airport Drive	0.63	2.38	1.50
I-15 SB / Vaughn Road	1.04	1.40	1.46
2nd Avenue N / 57th Street N	0.80	1.81	1.45
NW Bypass / 3rd Street NW	0.79	1.74	1.37
Old Havre Highway / 15th Street N	0.64	2.09	1.33
10th Avenue S / 14th Street S	0.89	1.40	1.25
11th Avenue S / 26th Street S	0.95	1.30	1.24
Central Avenue NW / 6th Street NW	0.80	1.50	1.20
10th Avenue S / 5th Street S	0.76	1.57	1.20
River Drive N / 15th Street N	0.77	1.51	1.17
38th Street / Central Avenue	0.67	1.62	1.07
Smelter Avenue / 10th Street NE	0.81	1.25	1.01
10th Avenue S / 38th Street S	0.53	1.88	1.00

2.6. Transportation Security

The Great Falls Area is exposed to many hazards, all of which have the potential to disrupt the community and cause damage. Hazards include a range of human and environmental incidents or events with varying probabilities of occurring and severity of effects. Hazards may threaten the security of the regional transportation system. The transportation system is also a valuable asset in mitigating and responding to emergencies.

2.6.1. Plans and Policies

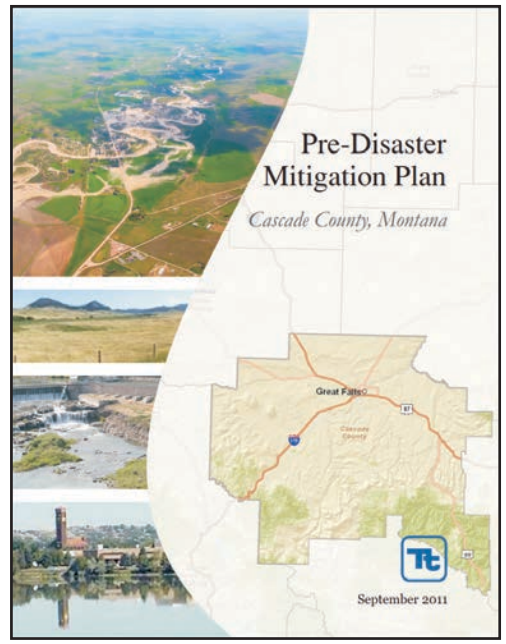
Montana's political subdivisions have the primary responsibility for emergency operations and manage all available resources to save lives and minimize property damage. Local plans and policies are critical to informing this responsibility. Security and emergency plans guide government and private organizations to ensure efforts are coordinated and comprehensive. A range of different types of plans address different levels of the transportation system in the Great Falls Area. Some plans, such as the FAST Act identify available security resources and mandate actions required by state and local government agencies. Others, such as the *Cascade County Pre-Disaster Mitigation (PDM) Plan*[21] outline planning and response procedures for local organizations.

The Cascade County PDM Plan is the security plan for the Great Falls Area. The plan applies to and incorporates security activities from all jurisdictions in Cascade County, including Great Falls, Belt, Cascade, and Neihart. The PDM Plan integrates with plans from federal and state levels of government. It identifies agencies and staff that have authority to manage security activities, and outlines procedures for implementing the activities. The PDM Plan is designed to address the following six hazard mitigation objectives:

1. Prevention;
2. Property Protection;
3. Public Education and Awareness;
4. Natural Resource Protection;
5. Structural Projects; and
6. Emergency Services.

The PDM identifies 15 potential hazards facing Cascade County and the municipalities. The County identified the hazards based historic events, available Geographic Information Systems (GIS) data, public input, expert opinions, and past disaster declarations. **Table 7** presents the hazards, including their probability of occurrence, other related hazards, and a description of the primary risk factors. Two hazards stem directly from the transportation system, including hazardous material incidents and transportation accidents. The transportation system is also critical to facilitating response efforts of nearly every identified hazard.

The LRTP considers these hazards in planning for transportation projects and programs, to ensure that local agencies have the capability to maintain transportation security and respond to potential events. The Cascade County Local Emergency Planning Committee periodically reviews the PDM Plan, and holds annual hearings to consider updates.



The PDM Plan outlines planning and response procedures for local organizations in the event of an emergency.

Table 7: Potential Hazards

Hazard	Occurrence Probability	Magnitude and/ or Severity	Warning Time	Duration
Communicable Disease/Pandemic	Highly Likely	Catastrophic	12-24 hours	> 1 week
Wildfires	Highly Likely	Critical	< 6 hours	< 1 week
Structure Fire	Highly Likely	Critical	< 6 hours	< 6 hours
Severe Summer Weather (Thunderstorms, Wind, Hail, Tornadoes, Microbursts)	Highly Likely	Limited	< 6 hours	< 6 hours
Hazardous Material Incidents	Likely	Critical	< 6 hours	< 24 hours
Transportation Accidents (air, land, rail)	Likely	Critical	< 6 hours	< 6 hours
Severe Winter Weather	Highly Likely	Limited	> 24 hours	< 1 week
Flooding/Flash Flooding/Levee Failure	Likely	Limited	> 24 hours	> 1 week
Drought	Likely	Limited	> 24 hours	> 1 week
Volcanic Ash	Possible	Catastrophic	12-24 hours	> 1 week
Dam Failure	Possible	Catastrophic	> 24 hours	< 1 week
Landslides/Mudslides	Possible	Limited	< 6 hours	< 6 hours
Terrorism/Violence	Possible	Limited	< 6 hours	< 6 hours
Earthquake	Possible	Negligible	< 6 hours	< 24 hours

Source: Cascade County Pre-Disaster Management Plan, Cascade County, 2011.

2.6.2. Transportation Security Roles

The Great Falls Areas' transportation infrastructure is owned and operated by different public agencies and private organizations. These agencies and organizations coordinate with representatives of federal, state and local governments, neighboring owners/operators, and the surrounding community. Interstate 15, for example, is overseen by MDT, and passes through the City of Great Falls, affecting local traffic, quality of life, and is a key access route for personal travel, freight and emergency services. Likewise, Great Falls International Airport operates commercial flights and carries air freight and is therefore subject to federal security regulations.

The PDM Plan identifies responsibilities for agencies and officials at Cascade County, and departments or officials in the cities of Great Falls, Belt, Cascade, and Neihart. It identifies local support organizations relevant to transportation security in the event of an emergency. For example, the Public Works departments have specific roles related to regional transportation security. Key transportation responsibilities identified in the PDM Plan include:

- Public Works
  - Identify locations where culverts are needed and install/ resize as needed.
  - Consider enhanced snow removal services to support public safety and infrastructure protection.
  - Work with railroads to increase number of crossing gates.
  - Work with utility companies to bury power lines where interruption of service is frequent.

2.6.3. Coordination

Cascade County and local jurisdictions periodically review emergency and security planning to share local knowledge, update hazard assessments and enhance interagency coordination. In the Great Falls Area, Cascade County and the local jurisdictions jointly plan for and closely coordinate on regional security issues. The Cascade County Emergency Manager works closely with the City of Great Falls Emergency Management Planner. Federal Emergency Management Agency (FEMA) funds support emergency planning activities in the Great Falls Area.

Malmstrom AFB regularly transports goods using local roads and the Great Falls International Airport. Therefore, regional transportation security is critical to its mission. Malmstrom AFB and the Montana Air National Guard representatives coordinate security planning and response with local governments. Malmstrom AFB assists local governments with security planning and response as needed.

Coordination activities between regional agencies have resulted in, and are guided by, formal agreements to support security-related planning. **Table 8** presents these agreements, organized by the agreement type, the jurisdictions involved, and a brief description of the agreement.

Table 8: Security-Related Agreements

Agreement Type	Jurisdictions Involved	Description
Formal Agreement	City of Great Falls, Malmstrom AFB	Standing mutual aid agreement to help one another in the event of fire or incidents involving hazardous materials.
Formal Agreement	City of Great Falls Fire Department leads the team; Malmstrom AFB contributes labor and capabilities	Great Falls Regional HazMat Team – Codified in state law; team provides help in form of phone consultation and outreach, dispatch of partial or entire team, public outreach events including HazMat training classes or exercises.
Informal Agreement	City of Great Falls Police Department and Malmstrom AFB	Extreme weather events – In the event of flooding, high winds, severe winter events, or other natural disasters, these two entities agree to assist the other as needed.

Source: Malmstrom AFB, 2013.

2.6.4. Barriers

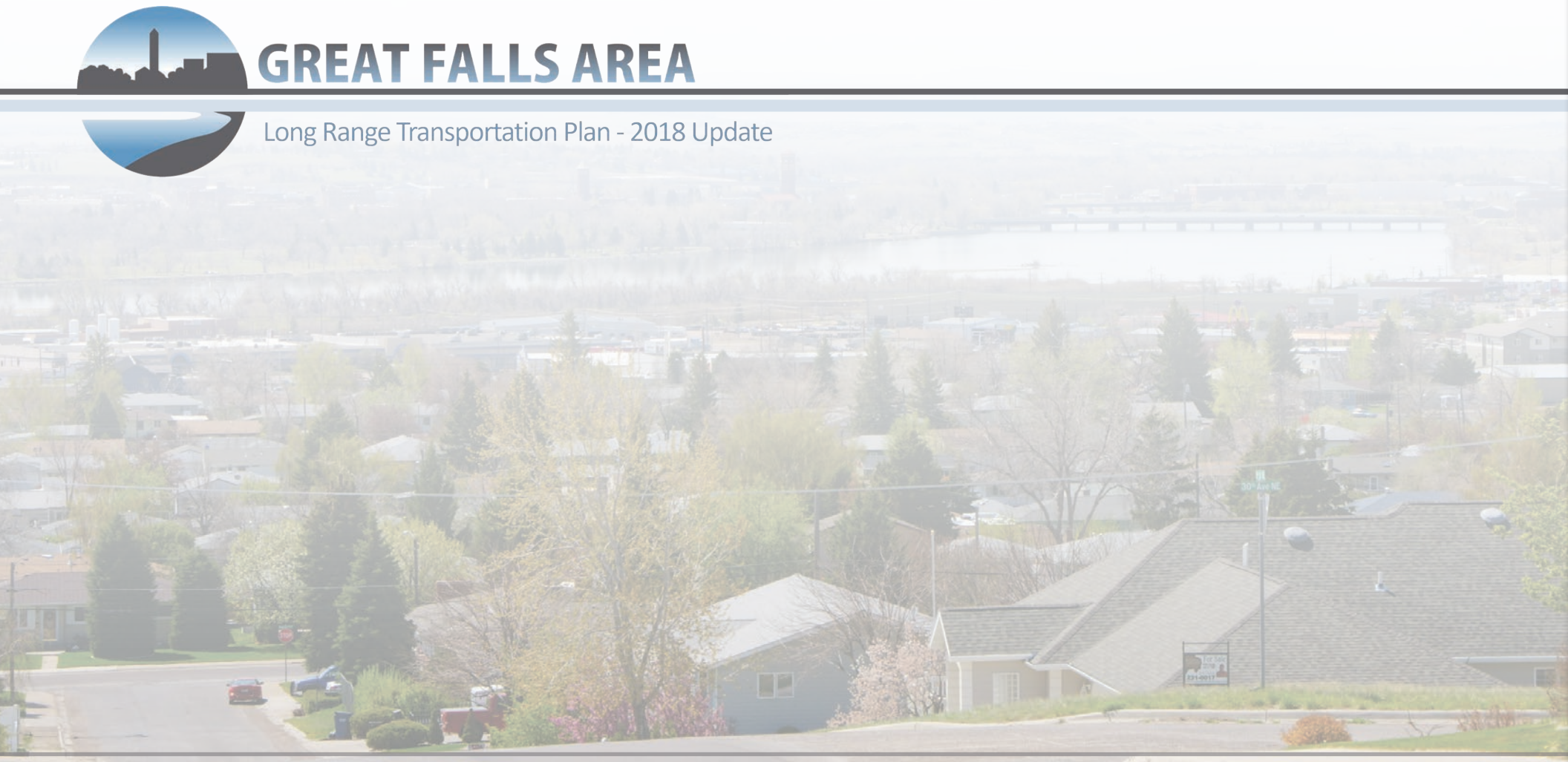
The Great Falls Area has an extensive transportation network. This network is strengthened by various infrastructure components that support the basic operation of the transportation system. For the purposes of the LRTP update process, stakeholders and the public were asked during various outreach activities to provide input as to what they perceived were the critical infrastructure and key resources essential to emergency preparedness and overall quality of life of the area's citizens and to its economic vitality. The key components identified during the LRTP outreach process include the following assets:

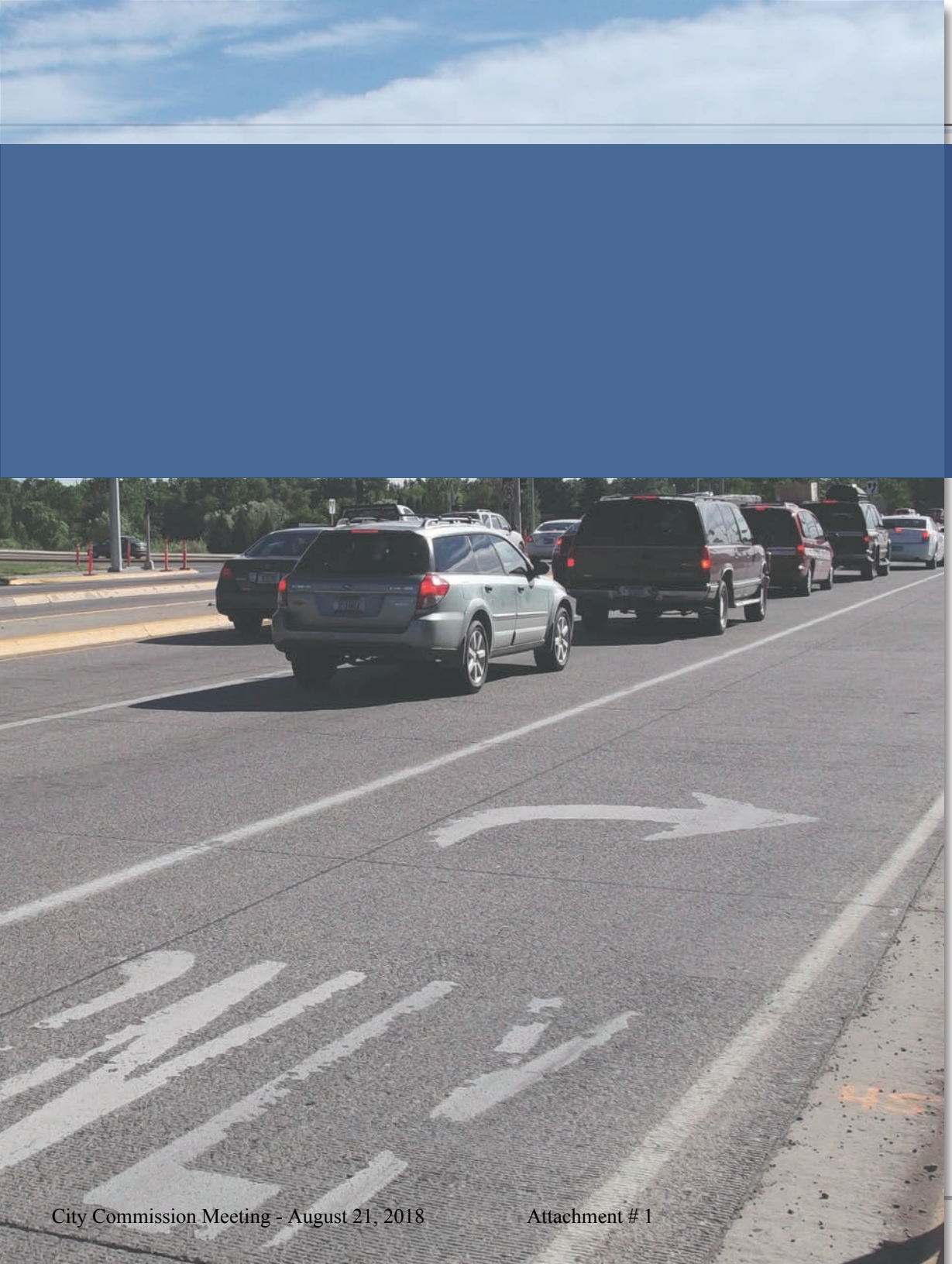
- Interstate Systems (I-15, I-315)
- U.S. Highways (e.g. U.S. 87, U.S. 89)
- Bridges (10th Ave S, Central Ave W, 10th St N, 15th St N)
- Principal Arterial Roadways (10th Ave S, 3rd St NW, NW Bypass, 14th / 15th St Couplet, 9th St, 57th St, River Dr N)
- Malmstrom Air Force Base
- Great Falls International Airport
- Freight Activity Centers
- Rail Networks
- Pipeline Network
- Great Falls Transit System

Of the assets presented, perhaps most striking is the presence of four bridges crossing the Missouri River. These bridges may act as pinch-points during times of emergency response. Depending on the type and location of an event, routing from one bridge to another may delay emergency response and provide excessive delay. Low lying roadways within or adjacent to the Missouri River and Sun River floodplains may also present various concerns.

GREAT FALLS AREA

Long Range Transportation Plan - 2018 Update





CHAPTER 3: GROWTH, TRAVEL FORECASTS, AND NEEDS

3.1. Overview

This chapter discusses the background and assumptions used to project growth in the Great Falls Area to the year 2038. By using population, employment, and other socio-economic trends as aids, the future transportation needs were projected. A travel demand model of the transportation system for Cascade County was built by MDT. Information about future growth was used to allocate residential and employment development to project future conditions. Changes to the transportation system that are committed to occur in the next five years were incorporated into the model to forecast future transportation conditions. An analysis of the projected transportation conditions was performed to estimate how traffic patterns and characteristics may change from existing conditions.

Projecting to the year 2038 is necessary to comply with guidance set forth by FHWA and MDT in the development of community long range transportation plans that suggests long range planning for a minimum 20-year planning horizon. It is acknowledged that the City of Great Falls may not plan or allocate transportation funds on the same time horizon and generally focuses on a 5-year horizon per the Great Falls *Transportation Improvement Plan (TIP)*[22] process to plan projects.

3.2. Future Growth and Development

Projections are estimates of various characteristics at future dates. They illustrate reasonable estimates of future conditions based on assumptions about current or expected trends. Population and employment projections, in the form of housing units and total jobs, are used to help predict future travel patterns and assess the performance of the transportation system.

3.2.1. Population and Housing Projections

County level population projections are available from Montana Department of Commerce Census & Economic Information Center (CEIC)[24]. The CEIC projects a future population of 96,327 for Cascade County in the year 2038. Similar projections are not available from the CEIC for the City or CDP areas.

The share of the population living within the LRTP study area, as compared to the County, was estimated using Census population data. This analysis established the study area population to be 68,967 in 2010. The population of the LRTP study area accounts for approximately 85 percent county's total population. The percent distribution of the county's population within the Great Falls study area was then carried forward for future projections, being held constant through the year 2038.

More so than population totals, the number of housing units is a key component in the travel demand model. Housing units distribute people throughout the network to given locations. They represent the population and act as a hub for traffic within the network. Having an accurate value for number of people per housing unit helps distribute the traffic more accurately.

According to the 2010 Census, Cascade County had a population of 81,327 people distributed among 37,276 housing units, resulting in an overall occupancy rate of about 2.18 people per housing unit. Within the study area, the 2010 Census showed a population of 68,967 people among 30,933 houses, resulting in an occupancy rate of 2.23. The occupancy rates for housing units in the County and in the study area were held constant for population and housing projections through 2038.

Since housing units are an important factor in travel demand modeling, the 2015 travel demand model uses housing units as inputs. It is possible to calculate the total population for 2015 by applying the occupancy rates determined by the 2010 census. This results in 83,079 people among 38,079 houses in the County, with 70,686 of those people residing in the 31,704 houses within the study area. Furthermore, applying the occupancy rates to the 2038 projected population (96,327 people) results in 44,151 houses in the County. Within the study area a population of 81,958 is forecasted with a total of 36,760 houses.

Table 9 shows population and housing unit projections for Cascade County and the study area. For the purposes of this plan, 5,827 new housing units were allocated within the study area, with an additional 1,048 housing units distributed in other areas of the county outside of the study area.

Table 9: Population Projections

Area	2010 (Census)	2015 (Calibrated Model)	2038 (Projection)	Net Change (2015-2038)
Cascade County Total				
Population	81,327	83,079	96,327	13,248
Housing Units	37,276	38,079	44,151	6,072
Population per Housing Unit				*2.18*
Great Falls Study Area				
Population	68,967	70,686	81,958	11,272
Housing Units	30,933	31,704	36,760	5,056
Population per Housing Unit				*2.23*
Outside Study Area				
Population	12,360	12,393	14,369	1,976
Housing Units	6,343	6,375	7,391	1,016
Population per Housing Unit				*2.18*

3.2.2. Employment Projections

Employment numbers are used in the travel demand model to help distribute vehicle traffic as accurately as possible within the street and road network. Places with high levels of employment will tend to generate high levels of vehicle traffic. The traffic generated is based in part on the employment type: either retail or non-retail jobs.

Employment estimates from the US Bureau of Economic Analysis (BEA) for Cascade County for the years 1970 to 2015 were discussed in **Section 2.2.3.** It was observed that the number of non-farm jobs within the County compounded annually at a rate of 0.70 percent since 1970. Using this growth rate, the number of jobs in the County were projected out to the year 2038. Similar to the housing projections, the proportion of jobs within the study area as compared to the County is based on the 2015 travel demand model and is held constant through 2038. GIS analysis of the model determined that approximately 93 percent of the jobs in Cascade County are located within the study area.

The 2015 travel demand model also establishes the distribution of retail and non-retail jobs within the County and the study area. Retail and non-retail jobs accounted for approximately 18 and 82 percent of the total employment, respectively, in 2015. These percentages were held constant for future projections and were used to estimate the number jobs for the year 2038. Based on the historic growth rate for employment, and the breakdown of retail versus non-retail jobs, the total employment in Cascade County is projected to be 57,734 by 2038, which consists of 10,649 retail jobs and 47,085 non-retail jobs.

In order to accurately portray the traffic in the Great Falls area, the travel demand model uses a slightly different count of total jobs. The reason for this difference is due to the method in which trip rates are used in the model to distribute traffic throughout the road network. The travel demand model establishes the 2015 total employment for Cascade County at 40,402—including 7,452 retail jobs and 32,950 non-retail jobs. Again, 93 percent of the County's jobs are located within the study area which makes a total of 37,574 jobs in the study area, including 7,139 retail jobs and 30,435 non-retail jobs.

A total of 6,515 jobs (1,230 retail and 5,286 non-retail) were allocated within the study area. An additional 497 jobs were distributed in other areas of the county to account for the employment increases anticipated to occur in Cascade County by 2038. **Table 10** presents the employment projections used in the model for Cascade County and the Great Falls LRTP study area to the year 2038.

Table 10: Employment Projections

Area	2015 Estimate (US BEA)[a]	2015 Model	2038 Projection[b]	2038 Model[c]	Difference (2015-2038)
Cascade County					
Total Jobs	50,348	40,402	57,734	47,414	7,012
Retail Jobs	-	*7,272*	*10,649*	*8,745*	*1,293*
Non-Retail Jobs	-	*33,130*	*47,085*	*38,669*	*5,719*
Great Falls Study Area					
Total Jobs	-	37,574	53,642	44,054	6,515
Retail Jobs	-	*7,139*	*10,126*	*8,316*	*1,230*
Non-Retail Jobs	-	*30,435*	*43,517*	*35,739*	*5,286*
Outside Study Area					
Total Jobs	-	2,828	4,091	3,360	497
Retail Jobs	-	*133*	*523*	*430*	*64*
Non-Retail Jobs	-	*2,695*	*3,568*	*2,930*	*433*

[a] *County employment statistics from US Department of Commerce Bureau of Economic Analysis – Table CA25 and Table CA25N.*

[b] *Projections calculated using 0.70% Compound Average Growth Rate (CAGR).*

[c] *2038 Model projections calculated by reducing 2038 projections by 80%.*

3.2.3. Allocation of Future Growth

Modeling of future travel patterns out to the year 2038 planning horizon using MDT's travel demand model required identification of future socio-economic characteristics within each census block. County population and employment projections were translated into predictions of increases in housing and employment within Cascade County and the LRTP study area. To accomplish this task, the allocations made in the 2014 LRTP were used as a starting point. These allocations were based on a review of existing land use and zoning maps for the City of Great Falls and surrounding county area, City and County growth policies, and other community planning documents. These planning documents helped identify where residential, commercial and industrial development has occurred in the Great Falls area and provided information about where future residential and commercial growth is expected in the community. The allocation of future housing units and employment attempted to reflect known patterns of growth and potential new growth areas within the study area.

A land use forecasting workshop was held with representatives of the City and County as part of the 2014 LRTP. The purpose of the workshop was to discuss and reach consensus on the distribution of future housing and employment growth within the Great Falls area. This enabled local government staff to consider and revise the growth assignments as needed based on their knowledge of recent land use trends, land availability and development limitations, land use regulations, planned public improvements, and known development proposals.

Since the efforts for the 2014 LRTP were thorough and little change has occurred in the past four years, the allocations were still considered valid for the 2018 LRTP. However, projections are slightly different between the two LRTPs due to different base years and different planning horizons. To adjust for these differences, the allocations from the 2014 LRTP were modified to account for any recently completed developments and for any newly planned developments. **Figure 16** shows where growth is expected through the year 2038.

A new Walmart recently opened on 10th Avenue S spurring development in the southeastern area of Great Falls.

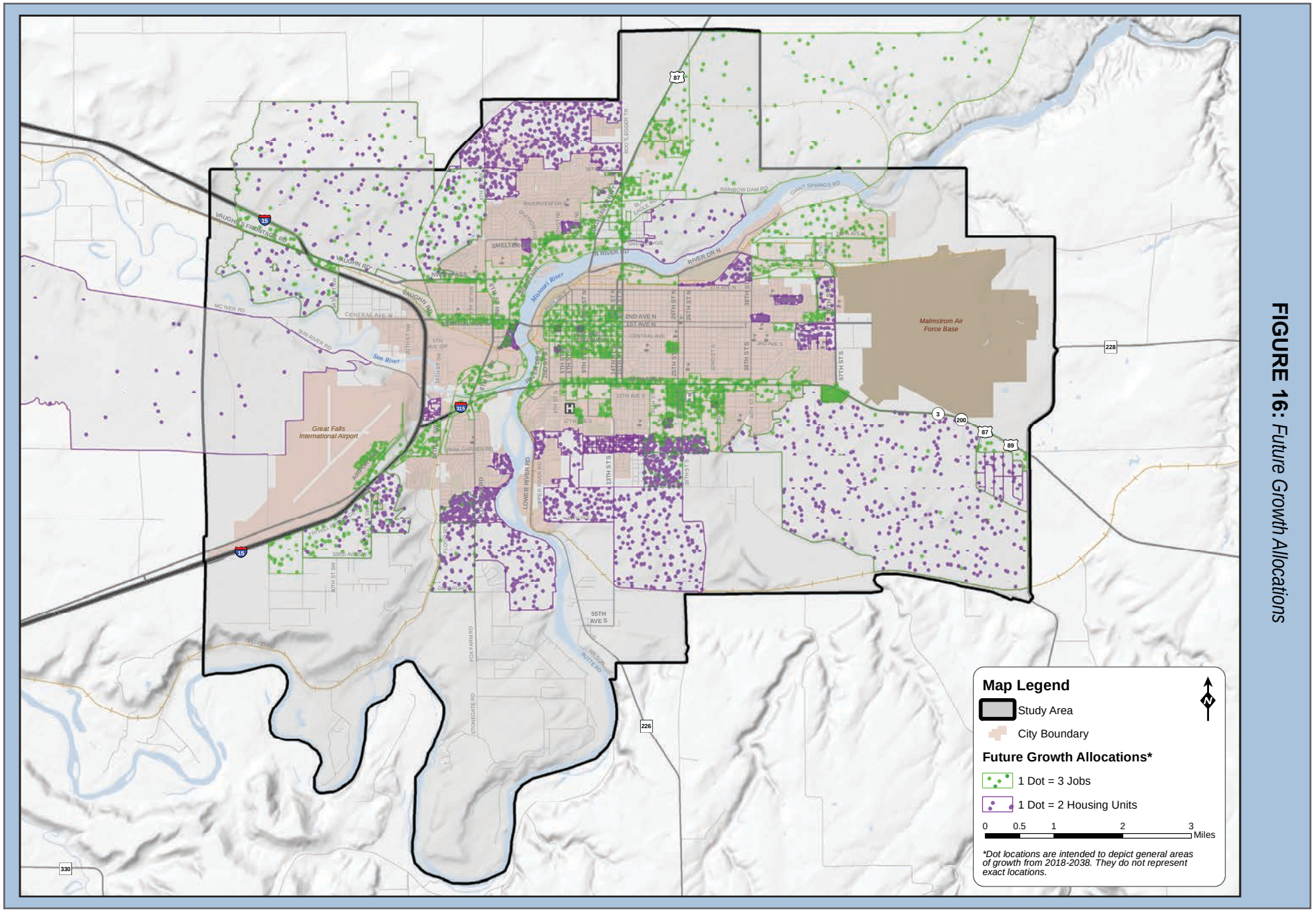


FIGURE 16: *Future Growth Allocations*

3.3. Projected Transportation Conditions

An analysis of the projected transportation system was performed to estimate how motor vehicle traffic patterns and characteristics may change from the existing conditions. The inputs for this analysis include the existing conditions and potential growth in housing and jobs out to the year 2038. The travel demand model was used to evaluate the projected 2038 year conditions by applying additional housing and jobs to the existing travel demand model. Census blocks and census tracts were used to distribute the population and employment growth that was projected to occur between 2015 and 2038. In addition, known roadway infrastructure projects expected to be constructed within the next five years were included as part of the projected conditions model.

One assumption that was built into the model is that traffic characteristics will remain similar to those that are seen today. Many factors can influence this assumption, such a fuel prices, technological advances, and other unknown circumstances. The model also assumes that the socioeconomic projections will be realized by the year 2038. Although projections are based upon local knowledge and past growth trends, they may not be completely accurate. Ultimately, the model for the projected conditions was used as a planning tool to help evaluate how traffic patterns might be affected by anticipated future development.

3.3.1. Projected Roadway Volumes and Capacity

Projected traffic volumes were estimated using the travel demand model. A comparison of the existing and projected conditions models was made to determine the percent change in traffic volume. To visualize where growth is projected to occur in Great Falls, and to aid in the planning process, a map of the projected traffic volume growth on the major street network was prepared. **Figure 17** shows where high traffic growth is expected to occur given the future land use assumptions made. The volumes shown are the difference between the volumes in the 2015 and 2038 travel demand models. In other words, the volumes shown represent additional traffic that could be added to the network should development occur in the manner projected. This visualization helps identify which roads may need additional investment to accommodate future growth. While some roads currently have little traffic volume and do not currently have capacity issues, future growth may greatly increase traffic volumes and could cause capacity issues if road improvements are not made.

The percent changes were then applied to known existing annual average daily traffic (AADT) count sites to estimate future daily traffic volumes. **Figure 18** shows the projected v/c ratios along the major street network, respectively. Note that the values shown in the figures assume that no changes to the transportation system will be made other than those currently committed to.

3.3.2. Projected Intersection Operations

Projections for intersection traffic volumes were made for the 50 intersections analyzed previously. These projections were based on percent growth rates calculated from the travel demand model for the year 2038. A growth rate determined for the intersection as a whole was applied to each individual turning movement to represent projected conditions. The intersection LOS was calculated using the existing street layouts, lane-use configurations, and traffic control devices. The results of the analysis are shown in **Figure 19**.

There are a few roadways in Great Falls that experience high volumes of traffic which *causes vehicle delay, especially during the peak hours.*

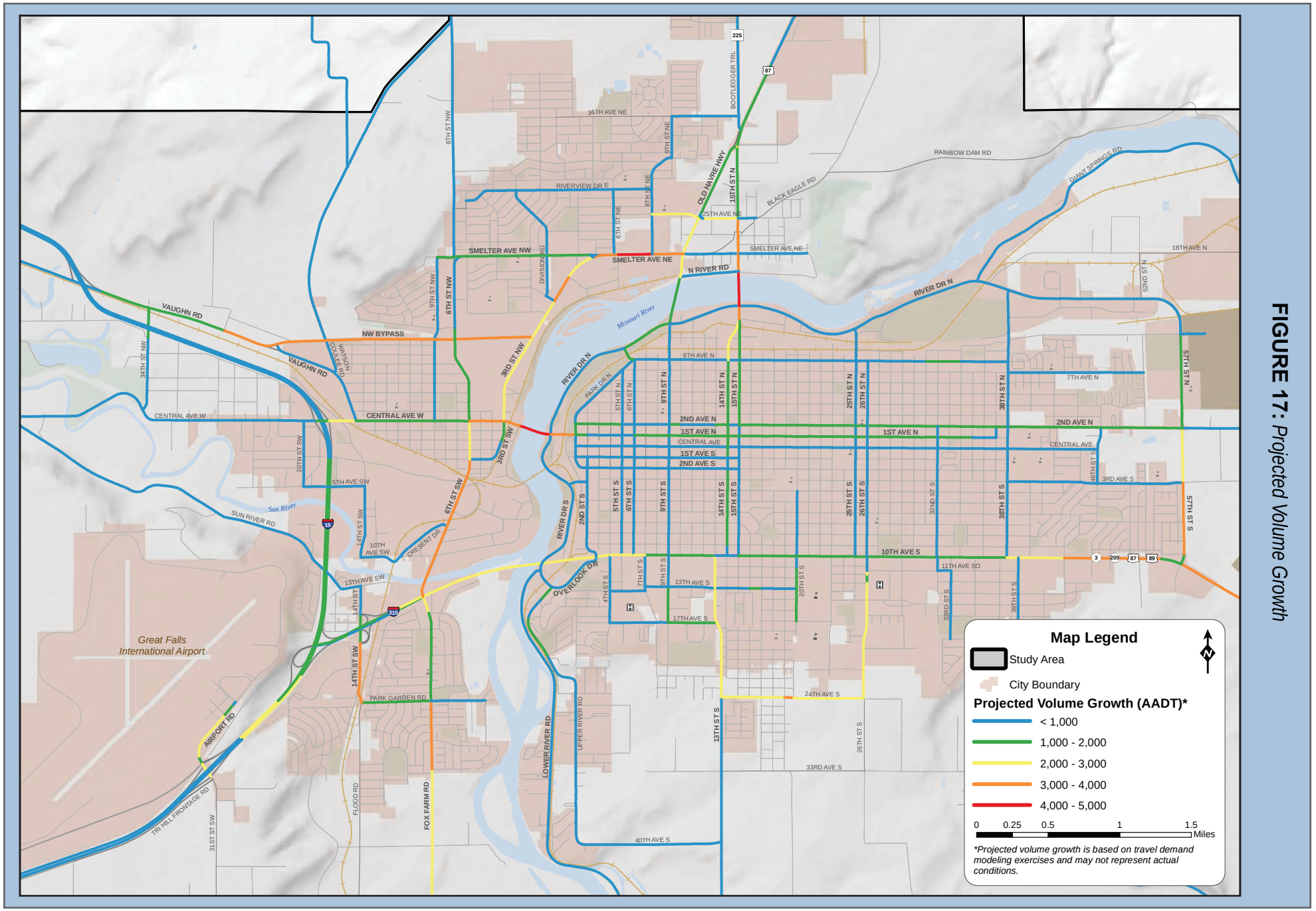
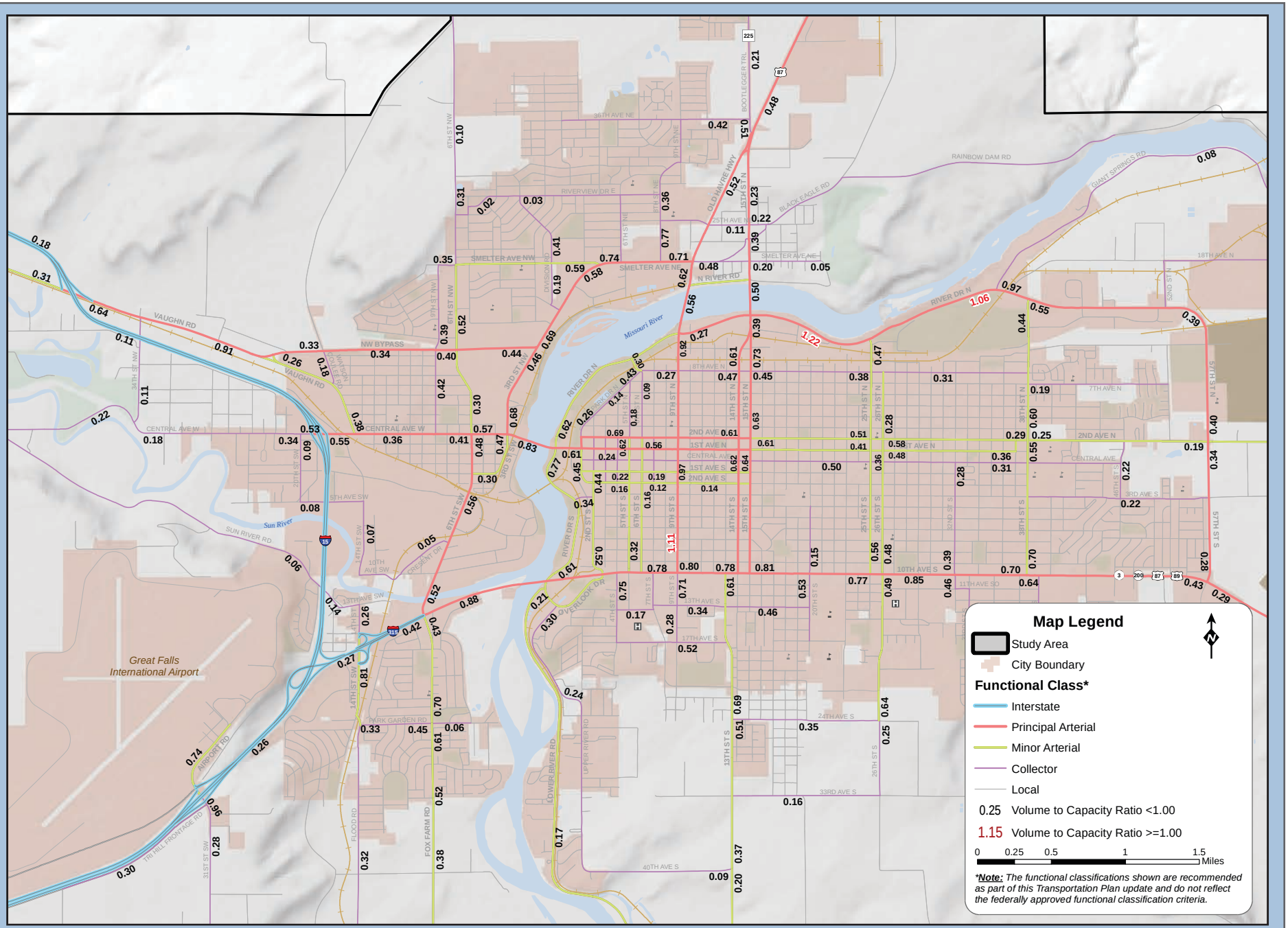


FIGURE 17: *Projected Volume Growth*

FIGURE 18: *Future V/C Ratios*



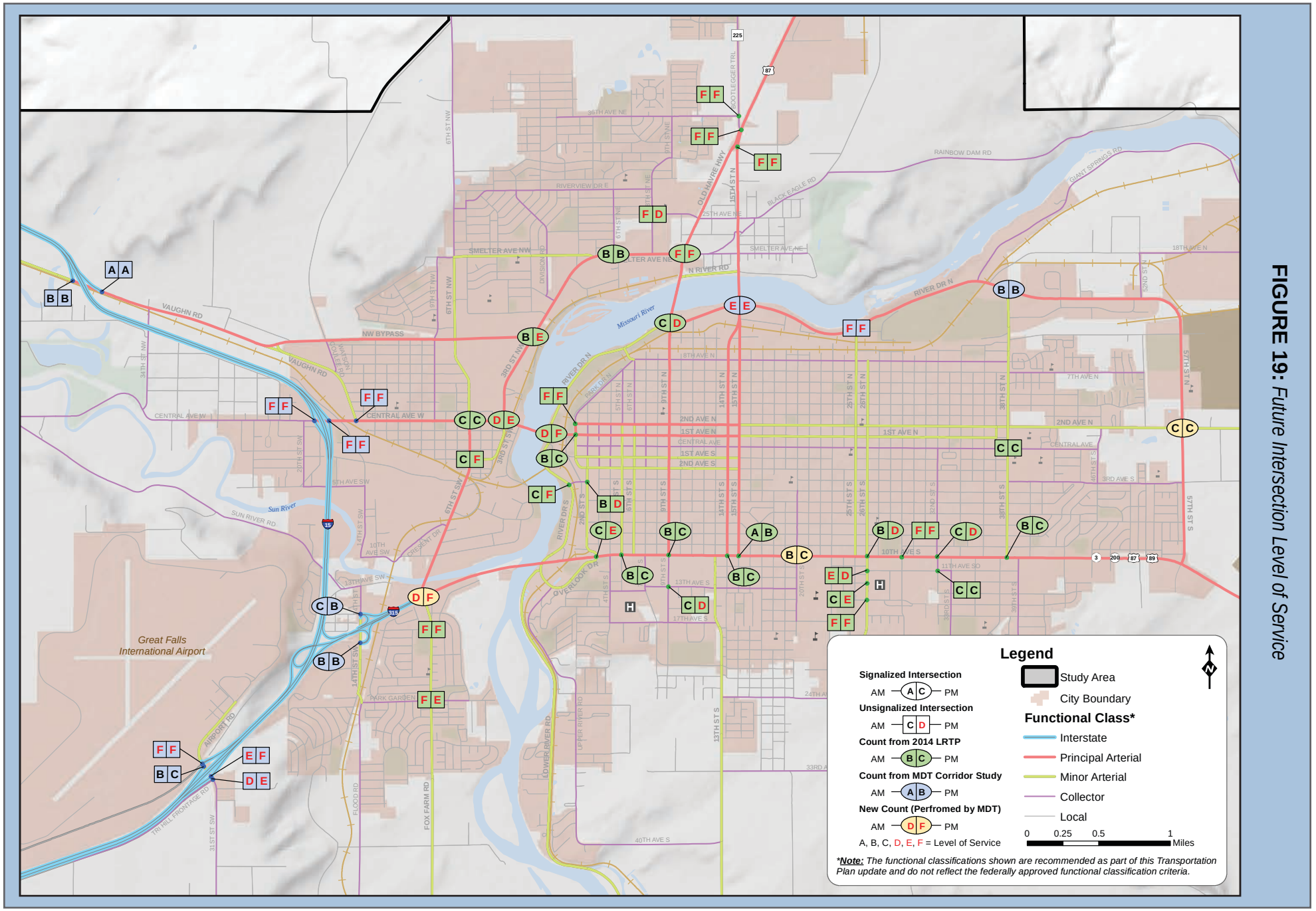


FIGURE 19: *Future Intersection Level of Service*

GREAT FALLS AREA

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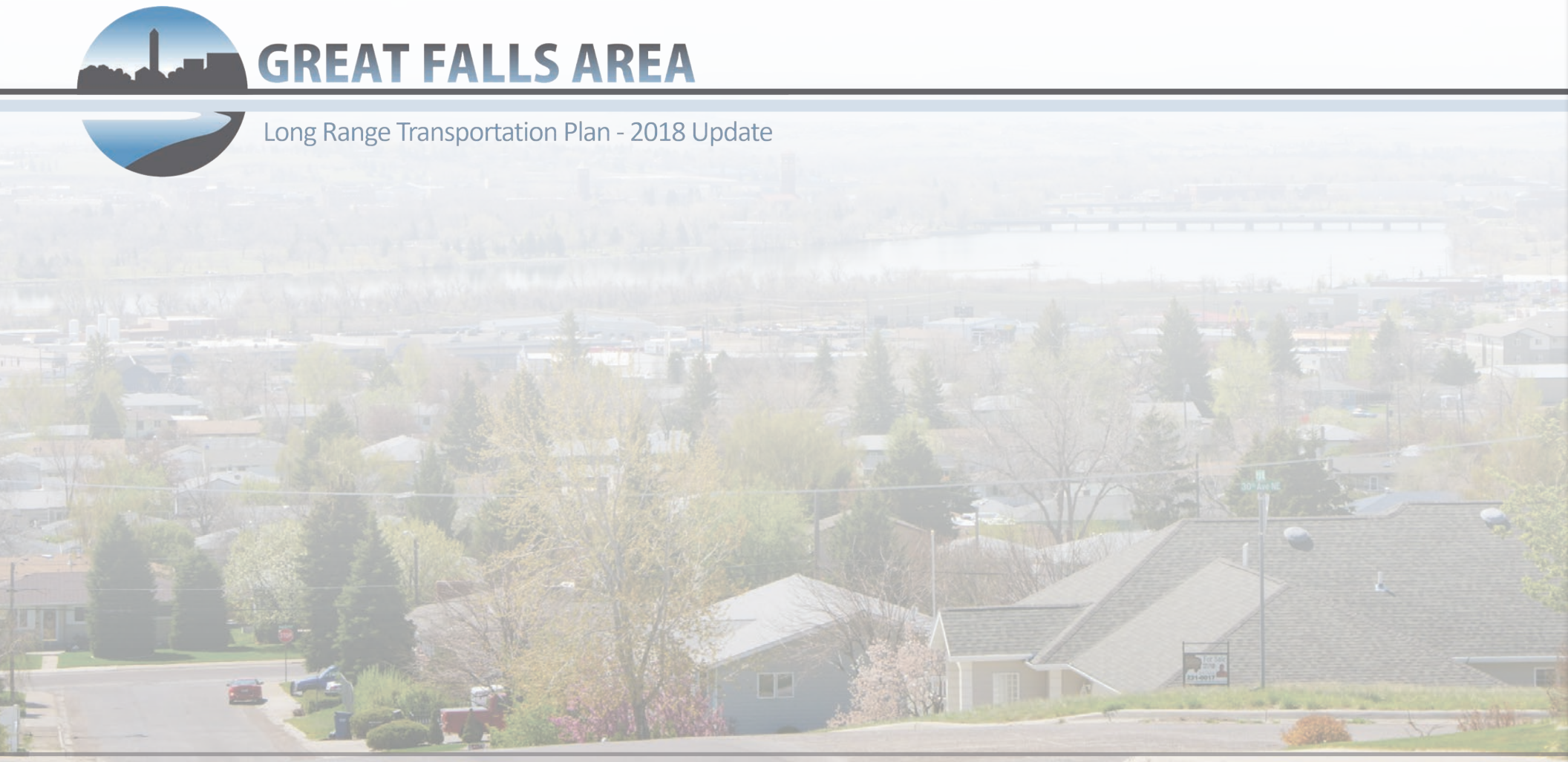


CHAPTER 4: IMPROVING THE SYSTEM

4.1. OVERVIEW

This chapter presents a variety of recommended improvements for the Great Falls area transportation system aimed at addressing current and anticipated future needs. Recommendations contained in the 2014 LRTP were reviewed and updated to reflect their current status and the changing needs and desires of the Great Falls community. A combination of public outreach, project solicitation from partnering agencies, travel demand modeling, traffic engineering analysis, and policy choices to support the identified goals and objectives were utilized to guide the identification of recommendations. In most cases, the recommended projects are needed to bring roadways up to current standards, address existing operational concerns, or meet anticipated traffic demands for the year 2038.

4.2. Background

As a Metropolitan Planning Organization (MPO), Great Falls is required to develop an LRTP that has a prioritized, fiscally constrained menu of projects. Projects are categorized into categories based on status and availability of funding. Recommendations categorized as "committed" are those with dedicated funding as identified in either the Transportation Improvement Program (TIP), through local funds, transit funds, private funds, or other sources and are planned to be completed in a five-year time frame (2018-2022). "Annual programs" are programs that receive an annual allocation of funding, but do not have specific projects assigned to them. These programs are anticipated to occur yearly through the 20-year planning horizon (2018-2038). Projects categorized as "recommended", are recommended to be completed within the planning horizon (year 2038), but may need further analysis or identification of funding before being fully committed to. "Illustrative" projects are currently unfunded recommendations that are supported by a sponsoring agency, but are not prioritized for implementation over the planning horizon.

Also included are non-motorized recommendations which address needs for accommodating pedestrians and bicyclists in the Great Falls Area, and to provide for mode choice for transportation users. Although estimated costs are given for the non-motorized recommendations, neither a funding source or a year of expenditure are assigned to the projects. It is expected that the non-motorized projects be completed in conjunction with other facility recommendations or as funding becomes available. The facility recommendations are shown spatially in **Figure 20** and the non-motorized recommendations are shown in **Figure 21**.

PROJECT TYPES

Committed: Committed projects are those with dedicated funding via the TIP, private sources (new development), transit formula funds, local funds, and/or projects with dedicated funding via a completed environmental document. These projects are generally expected to be completed within a five-year time frame (2018-2022).

Annual Program: Programs that receive an annual allocation of funding but do not have specific projects assigned to them, these programs will occur yearly through the 20-year planning horizon.

Recommended for Funding: Projects recommended to be completed through the planning horizon (year 2038), but that may need further analysis before being committed to implementation via inclusion in the TIP.

Illustrative (Unfunded): Projects or project concepts supported by a sponsoring agency, but not prioritized for implementation or federal funding between 2018 and 2038.

4.3. Committed Projects

The definition of a committed project is one that has been approved by the PCC. It also has committed funding available. Projects known to be completed within the next five years (2018 to 2022) are included in this section. Note that known pavement preservation activities are included in this list, even though they are typically addressed through a general "Pavement Preservation" category in the TIP, and are typically not described as specific projects. Future projects will likely be included similarly – either as specific projects or as part of the overall "Pavement Preservation Category", as well as covered under "Operation and Maintenance" categories and funding types. **Table 11** presents the committed projects for the years 2018-2022.

Table 11: Committed Projects

ID	Name	Description	Funding Source	YOE*	Estimated Cost**
C1	**Fox Farm Road - East Fiesta to Dick Road (UPN 8193)**	Reconstruct to rural arterial roadway standards	STPU	2018	$3,546,459
C2	**Bridge Preservation - Great Falls 2014 (UPN 8085)**	Overlay bridge decks over the railroad on I-315 between Fox Farm and 10th Ave S	NHPB	2018	$1,042,745
C3	**14th St SW Signals - GF (UPN 9572)**	Retime signals at three locations (16th Ave SW, 14th St SW & Ramp, and Market Place Dr)	MACI - Discretionary	2018	$32,000
C4	**NW Bypass Signals - Great Falls (UPN 9573)**	Retime signals at two locations (6th St NW and 9th St NW)	MACI - Discretionary	2018	$25,600
C5	**Transit Operating Expense**	General transit operating expenses	FTA 5311	2018	$39,000
C6	**Transit Capital purchase**	Acquire vehicles and related equipment	MACI - Guaranteed	2018	$884,000
C7	**Great Falls - North (UPN 7625)**	Reconstruct and widen US-87 with passing and turn lanes	NH	2020	$4,400,000
C8	**Great Falls South - Urban (UPN 9511)**	Pavement preservation- overlay (Lower River Rd, 55th Ave S and 13th St S)	UPP	2018	$77,850
				2019	$1,569,979
C9	**3rd St NW - Great Falls (UPN 9053)**	New signal upgrades with flashing yellow left turns and ADA ramps (3rd St NW / Smelter Ave)	MACI - Discretionary	2018	$100,000
				2019	$709,400
C10	**SF 169 Cascade Cnty SFTY Imprv (UPN 9426)**	Countywide safety improvements to address road departure crashes at two locations Lower River Rd/13th St S	HSIP	2019	$84,000
C11	**Park Dr/4th Ave N Ped Xing- GTF Bike/Ped (UPN 9148)**	Bicycle and pedestrian crossing	TA	2018	$25,000
				2019	$240,301
C12	**2nd Ave N Signals - GF (UPN 9530)**	Signal upgrades at four locations, (3rd St, 4th St, 5th St, and 6th St)	MACI - Discretionary	2019	$23,000
C13	**SF139 - 6th St / NW Bypass Sfty (UPN 8623)**	Offset of left turn lanes and upgrade signals and ADA ramps	MACI - Discretionary	2020	$277,700
			HSIP		$212,000
C14	**SF169 I-15 HT Cable Rail (UPN 9376)**	High tension median barrier rail b/w Vaughn and Central Ave W	HSIP	2020	$1,790,310
C15	**Ulm- Great Falls (UPN 9589)**	Pavement preservation on Ulm Frontage Road from Ulm to Gore Hill Interchange	IM	2018	$44,800
				2020	$1,655,522
C16	**Fox Farm Road - West (I-315) (UPN 9590)**	Pavement Preservation on I-315 from Fox Farm to I-15	IM	2018	$76,650
				2020	$1,379,684
C17	**Stuckey Road (UPN 9532)**	Pave gravel road from NW Bypass northward about 2,250 feet	MACI - Guaranteed	2021	$605,000
				TOTAL COMMITTED PROJECTS:	**$18,841,000**

**Most projects are split into multiple phases of development (design, right-of-way, utilities, and construction). Phases occur over multiple years. The Year of Expenditure (YOE) reflects the year that funds are spent.*

***These costs reflect the portion of the project which the Great Falls Area MPO is responsible for, as per the Great Falls 2018-2022 TIP.*

4.4. Annual Programs

Annual allocations for various programs are identified in the Great Falls 2018-2022 TIP. These programs are included to account for typical annual expenditures that are typically less costly and more routine than stand-alone projects. An estimate of annual costs was also made for years beyond those identified in the TIP (2023-2038). Funding for these programs is not guaranteed and is determined on a case-by-case basis. Specific projects have yet to be identified for these programs.

Table 12: Annual Programs

ID	Name	Description	Funding Source	YOE	Estimated Cost
P1	**Durable Pavement Markings Program**	Install markings on Urban routes per City, County, and MDT	STPU	2018-2022	$250,000
				2023-2038	$750,000
P2	**Urban System Maintenance Program (Local)**	Perform chip seals, overlays and related maintenance activities on Urban Routes	STPU	2018-2022	$928,090
				2023-2038	$2,625,000
P3	**Operations & Maintenance- Local**	Operate and maintain federal-aid systems	O&M- state	2018-2022	$8,260,000
				2023-2038	$22,500,000
			O&M- Local	2018-2022	$2,635,000
				2023-2038	$7,500,000
P4	**Traffic Mitigation**	Complete projects that help mitigate traffic congestion	MACI-Discretionary	2018-2022	$1,250,000
				2023-2038	$3,750,000
P5	**ADA Compliance**	Complete projects that help make the transportation system compliant with the Americans with Disabilities Act	MACI-Discretionary	2018-2022	$1,250,000
				2023-2038	$3,750,000
P6	**Transportation Alternatives Projects**	Complete non-motorized transportation projects or other eligible Transportation Alternatives projects	TA	2018-2022	$1,000,000
				2023-2038	$3,000,000
P7	**Transit Operating Expense**	General transit operating expenses	FTA Sect 5307	2018-2022	$14,325,000
				2023-2038	$42,975,000
P8	**Transit Capital purchase**	Acquire vehicles and related equipment	TransADE	2018-2022	$198,000
				2023-2038	$594,000
P9	**MDT-nominated HSIP Safety Projects**	Safety improvement projects	HSIP	2018-2022	$1,000,000
				2023-2038	$2,250,000
P10	**MDT-nominated Pavement Preservation Projects**	Mill, overlay, seal & cover, chip seal, striping	NHPP	2018-2022	$7,785,355
				2023-2038	$22,500,000
P11	**City Pavement Preservation Activities**	Mill, overlay, seal & cover, chip seal, striping	UPP	2018-2022	$2,500,000
				2023-2038	$7,500,000
				ANNUAL PROGRAM TOTAL:	**$161,078,445**

**While these programs have historically received annual funding, it is not guaranteed that funding will be allotted on an annual basis.*

4.5. Recommended Projects

A number of projects that could be completed within the 20-year planning horizon but were not included in the five-year TIP were identified as recommended projects. Project cost estimates for the recommended projects are planning-level estimates. They are in anticipated year-of-expenditure dollars (using a yearly inflation factor of 3%) and include all project phases. Any project considered for advancement should undergo a current cost estimate, which would include an examination of site conditions and subsequent development of more detailed project scope. The identified projects are anticipated to be funded beyond 2022 and within the planning horizon (2038). **Table 13** presents the recommended projects for the years 2022-2038.

Table 13: Recommended Projects

ID	Name	Description	Funding Source	YOE	Estimated Cost
R1	River Drive N – 15th St N to 25th St N	Reconstruct to three-lane arterial and improvements to 25th St N intersection	NHPP	Beyond 2022	$7,500,000
			HSIP		$3,000,000
			MACI		$3,000,000
			STPU		$1,000,000
R2	Fox Farm Intersection Improvements	Install dual eastbound left-turn lanes	MACI	Beyond 2022	$100,000
R3	Signal Modifications/Upgrades/Roundabout Control	Upgrade all signal heads in the City	MACI	Beyond 2022	$270,000
R4	Central Avenue W – 3rd St NW to 1st Ave N	Restriping and intersection modifications	NHPP	Beyond 2022	$867,000
R5	26th Street S – 24th Ave S to 33rd Ave S	Flatten fill slopes on 26th St S and install 4-way stop control at intersection of 26th St S and 33rd Ave S	COUNTY	Beyond 2022	$478,000
R6	Central Avenue / 9th Street Intersection	Modify intersection	MACI	Beyond 2022	$17,000
R7	25th Street S – 10th Ave S to 11th Ave S	Modify to one-way in southbound direction	STPU	Beyond 2022	$23,000
R8	25th Avenue NE – Old Havre Hwy to 15th St N	Several improvements to improve safety and operations	STPU	Beyond 2022	$338,000
R9	Emerson Junction Feasibility Study	Secure local project sponsor to fund an operational analysis/feasibility study of the interchange	CITY	Beyond 2022	$250,000
R10	Gore Hill Interchange with Southbound Auxiliary Lane	Install additional traffic control at interchange and construct southbound auxiliary lane	NHPP	Beyond 2022	$4,750,000
			HSIP		$2,250,000
			MACI		$2,400,000
			NHPB		$1,500,000
R11	Fox Farm Road – Alder Dr to Park Garden Rd	Restripe to four-lane facility	STPU	Beyond 2022	$810,000
R12	Giant Springs Road – Hatchery to Rainbow Dam	Overlay with new asphalt and widen	UPP	Beyond 2022	$3,377,000
R13	9th Street NW – NW Bypass to Central Ave W	Reconstruct to collector	STPU	Beyond 2022	$5,177,000
				TOTAL RECOMMENDED PROJECTS:	$37,107,000

4.6. Illustrative (Unfunded) Projects

System deficiencies and needs are often not fundable in the foreseeable future. However, funding opportunities may arise over time, often from unexpected sources. To be prepared to take advantage of such opportunities, the following list of projects is provided, with no identified funding source or schedule for construction/implementation. While the project costs have been estimated, most are presented in a 2038 year-of-expenditure, using a 3% yearly inflation rate. Such projects are included for illustration purposes only, and are not considered to be applicable components of the fiscal constraint requirements of the LRTP. However, it is likely that some of them will become funded at some point during the 20-year planning horizon even though no current source is known. **Table 14** presents the illustrative projects which are recommended as funding becomes available.

Table 14: Illustrative Projects

ID	Name	Description	Potential Funding Source	YOE	Estimated Cost
I1	**40th Avenue S – Upper River Rd to 13th St**	Overlay with new asphalt	LOCAL	Beyond 2038	$2,926,000
I2	**Franklin Avenue – Lower River Rd to 13th St**	Overlay with new asphalt	LOCAL	Beyond 2038	$1,688,000
I3	**Wilson Butte Road – Eden Rd to LRTP boundary**	Overlay with new asphalt	LOCAL	Beyond 2038	$2,251,000
I4	**Upper River Road – 19th Ave S to 40th Ave S**	Overlay with new asphalt	LOCAL	Beyond 2038	$4,615,000
I5	**33rd Avenue S / 13th Street S Intersection**	Modify intersection	MACI/STPU	Beyond 2038	$163,000
I6	**36th Avenue NE Traffic Calming**	Traffic calming on route	LOCAL	Beyond 2038	$113,000
I7	**25th Avenue NE / 8th Street NE Intersection**	Four-way stop control	LOCAL	Beyond 2038	$28,000
I8	**11th Ave S Traffic Calming**	Traffic calming on route	LOCAL	Beyond 2038	$84,000
I9	**11th Avenue S / 32nd Street S Intersection**	Monitor intersection for 4-way stop control	LOCAL	Beyond 2038	$11,000
I10	**Speed Studies**	Periodic speed studies	LOCAL	Beyond 2038	$39,000
I11	**Signal Warrant Analysis**	Periodically check for signal warrants	LOCAL	Beyond 2038	$214,000
I12	**38th Street N – 10th Ave N to River Dr N**	Reconstruct to collector	STPU	Beyond 2038	$3,827,000
I13	**Flood Road – Park Garden Rd to Dick Rd**	Reconstruct to collector	LOCAL	Beyond 2038	$22,510,000
I14	**6th Street NW – Smelter Ave to 36th Ave NE**	Reconstruct to collector	LOCAL	Beyond 2038	$9,679,000
I15	**Watson Coulee Road – NW Bypass to Vaughn Rd**	Reconstruct to collector	STPU	Beyond 2038	$3,039,000
I16	**River Drive – 3rd Ave S to 1st Ave N**	Reconstruct to minor arterial and other improvements	STPU	Beyond 2038	$12,831,000
I17	**Park Drive – 8th Ave N to 2nd Ave N**	Reconstruct to collector	STPU	Beyond 2038	$6,753,000
I18	**Central Avenue W – 20th St NW to 29th St NW**	Reconstruct to collector	STPU	Beyond 2038	$7,879,000
I19	**21st Avenue S**	Construct to two-lane collector	LOCAL	Beyond 2038	$2,251,000
I20	**67th Street N – Giant Springs Rd to 18th Ave N**	Reconstruct to match Giant Springs Rd	LOCAL	Beyond 2038	$8,892,000

ID	Name	Description	Potential Funding Source	YOE	Estimated Cost
I21	**Sun River Road – Urban Boundary to 14th St SW**	Overlay with new asphalt	UPP	Beyond 2038	$5,740,000
I22	**Upper River Road – Overlook Dr to 19th Ave S**	Reconstruct to collector	LOCAL	Beyond 2038	$6,753,000
I23	**17th Avenue S – 7th St S to 13th St S**	Reconstruct to collector	STPU/LOCAL	Beyond 2038	$4,840,000
I24	**36th Avenue NE – 1st St NE to 6th St NW**	Extend roadway (collector standard)	LOCAL	Beyond 2038	$4,502,000
I25	**15th Avenue S – 30th St S to 32nd St S**	Extend roadway (collector standard)	LOCAL	Beyond 2038	$1,351,000
I26	**43rd Avenue NE – Bootlegger Trail to 6th St NW**	Construct new roadway to minor arterial	LOCAL	Beyond 2038	$19,134,000
I27	**43rd Avenue NE – Bootlegger Trail and US 87**	Construct new roadway to minor arterial	LOCAL	Beyond 2038	$2,983,000
I28	**North / South Connectors**	Extend north-south routes to complete gridded network	LOCAL	Beyond 2038	$9,904,000
I29	**25th Street N – River Dr to 2nd Ave N**	Reconstruct to minor arterial and other improvements	STPU	Beyond 2038	$12,155,000
I30	**10th Avenue S – 26th St S to 32nd St S**	Widen to 6-lane principal arterial	NHPP	Beyond 2038	$12,943,000
I31	**Downtown Traffic Flow Conversion**	Reduce by one vehicle lane to accommodate bicycle facilities (1st Ave S, 2nd Ave S, 5th St N, 5th St S, 6th St N, 6th St S)	NHPP/STPU	Beyond 2038	$225,000
I32	**20th Street S – 17th Ave S to 24th Ave S**	Extend roadway (collector standard)	LOCAL	Beyond 2038	$4,389,000
I33	**23rd St S – 21st Ave S to 24th Ave S**	Extend roadway (collector standard)	LOCAL	Beyond 2038	$1,835,000
I34	**Wilson Butte Road / 55th Avenue S / Eden Road / Lower River Road**	Reconstruct intersection to roundabout	STPU/HSIP	Beyond 2038	$371,000
I35	**26th Street N – 8th Ave N to 2nd Ave N**	Reconstruct to minor arterial and other improvements	STPU	Beyond 2038	$7,203,000
I36	**Vaughn Road – Interstate 15 to Central Ave W**	Reconstruct to principal arterial	NHPP/STPU	Beyond 2038	$16,995,000
I37	**River Drive N – 25th St N to 38th St N**	Reconstruct to three-lane arterial	NHPP	Beyond 2038	$11,800,000
I38	**US 87 – Old Havre Hwy / 33rd Ave NE to Bootlegger Trail**	Reconstruct/reconfigure	NHPP/HSIP/STPU	Beyond 2038	$5,628,000
				TOTAL ILLUSTRATIVE PROJECTS:	**$218,544,000**

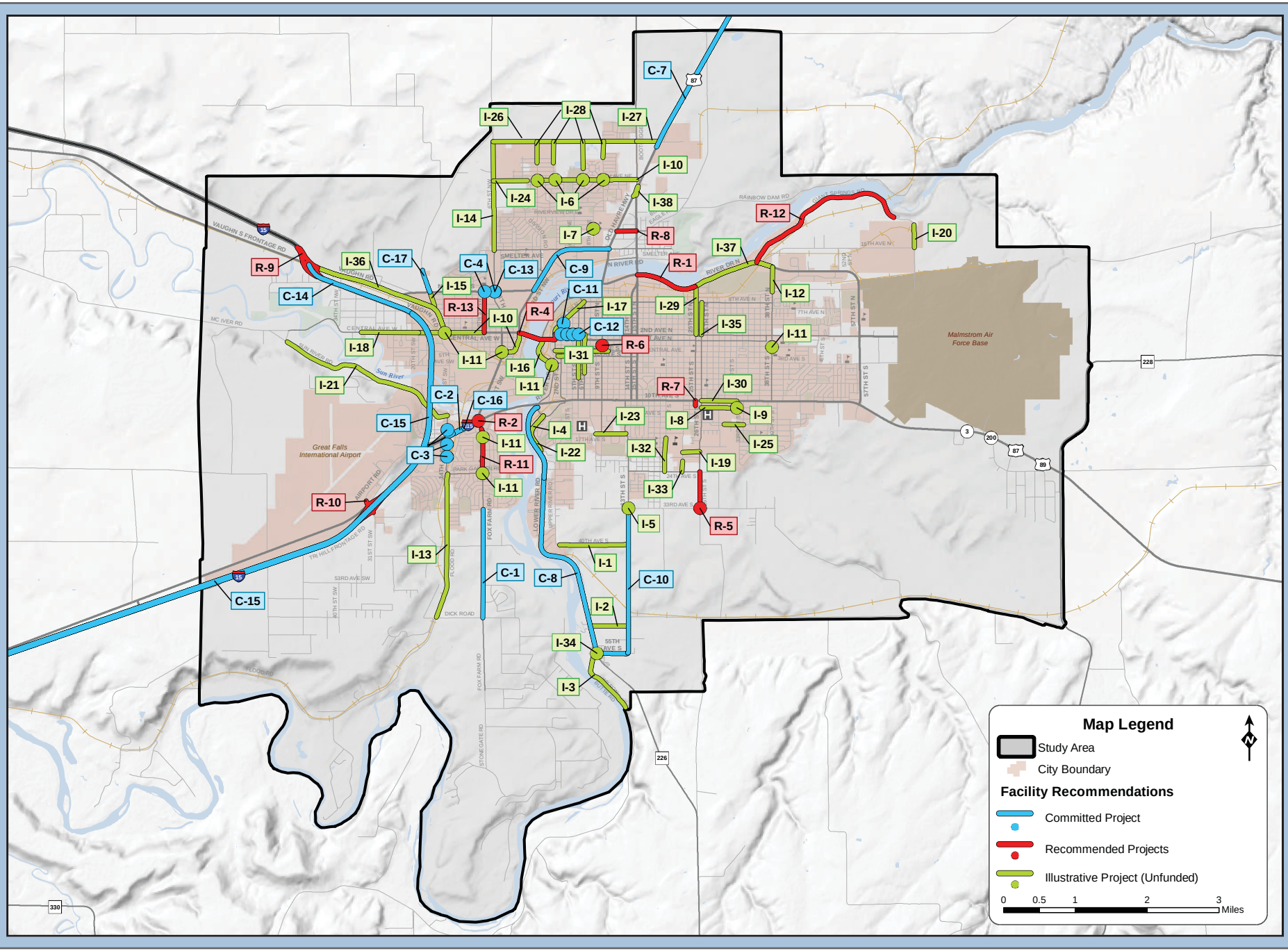


FIGURE 20: *Facility Recommendations*

4.7. Pedestrian Improvements

This section outlines potential active transportation facilities relative to sidewalks, street crossings, and natural surface trails. The recommendations are intended to encourage active living by residents and visitors and accommodate a variety of ability levels with particular emphasis on establishing a well-connected pedestrian network that is comfortable and accessible to a wider range of the population.

4.7.1. Overview

All residents within the Great Falls area are pedestrians at some point in their day – whether walking the dog, walking to the store or work, or from a vehicle to a final destination. This section includes pedestrian needs, system deficiencies, needs of those with disabilities or limited mobility, observation and recommendation development methodology, and proposed recommendations for pedestrian facility improvements that were developed from the public involvement process and from field observations.

Even though the River's Edge Trail provides a high-quality backbone to the Great Falls non-motorized transportation system, it lacks frequent neighborhood connections and its location does not make the trail a viable option for most utilitarian walking trips. The trail is typically the destination for the majority of its users. This, in addition to sidewalk network gaps and the need to improve safe interaction between motorized and non-motorized users (such as the need to increase the yielding rates of motorists to pedestrians in crosswalks) pose additional challenges to increasing the rates of walking.

4.7.2. Pedestrian Needs

People walk for various reasons and needs vary, often depending on trip purpose. All pedestrians share some common needs including safety, connectivity, and accessibility (especially for persons with disabilities). Senior citizens and mobility-impaired pedestrians may lack motorized transportation options and may consequently depend on transit and pedestrian-focused aspects of the transportation network.

To adequately plan for pedestrians with disabilities, each disability (mobility, visual, hearing, and cognitive impairments) and its corresponding limitations should be considered. It is important to also be aware of how planning for people with one disability may affect users with other impairments. Each proposed facility must be designed in accordance with the ADA design standards.

Similar to designing walking facilities for users with disabilities, similar consideration should be given to young and elderly users. Children are less mentally and physically developed than adults, and often have limited peripheral vision and less ability to judge speed and distance, locating sounds and comprehending street signs, they lack familiarity with traffic, and may act impulsively or unpredictably. Older adults often exhibit degrading sensory or physical capabilities. This can lead to loss of vision and hearing, the ability to react quickly, and the strength to walk otherwise normal distances between places.

The Montana School for the Deaf and Blind is located in Great Falls on 38th Street North and 2nd Avenue North.

4.7.3. Recommended Improvement Methodology

Pedestrian network improvements have been selected to close gaps in the network, make connections to and from major destinations, and improve overall comfort and sense of security for pedestrians.

Improvements to the pedestrian network will occur over time along the major street network in the Great Falls Area as part of roadway improvement projects, signal upgrade projects and as standalone pedestrian focused projects. In residential areas improvements could occur as part of a coordinated sidewalk program or as standalone publicly funded projects using sources like the Transportation Alternatives Program.

One of the biggest challenges in the Great Falls area is sidewalk connectivity and accessibility. There are many locations within the planning area that have sidewalks that are in a state of disrepair, are not ADA accessible, lack connectivity, or are non-existent all together. Many Montana communities, including Great Falls, have programs for repairing aging sidewalk infrastructure; however, fewer communities have programs for funding or financing the installation of new sidewalk. It is recommended that a solid funding source of at least $50,000 annually be provided to match property owners' costs in a 50/50 cost share split. This program is a model that splits the cost of sidewalk replacement and/or construction between the property owner and the local agency. Funding sources for this program are discussed in greater depth in **Appendix F**.

4.8. Bicycle Improvements

This section outlines potential active transportation facilities relative to shared lane markings, bike lanes, shared use paths, and other spot improvements. The recommendations are intended to encourage active living by residents and visitors and accommodate a variety of ability levels with particular emphasis on establishing a well-connected bicycling network that is comfortable and accessible to a wider range of the population.

Improving the on- and off-street bicycling network will provide cohesive connections between destinations and will contribute to the viability of the bicycle as a transportation mode choice. Although the existing roadway network does not preclude bicycle use, connectivity needs to be accounted for when considering bicycle features.

The on-street network of bicycle facilities is largely undeveloped; there is significant potential to create rapid expansion with much apparent 'low-hanging fruit". As it is for pedestrians, the River's Edge Trail is a high-quality backbone to the Great Falls bicycling network, but the trail's relatively few neighborhood connections and location does not make it as attractive for most utilitarian bicycling trips and the trail is typically a destination for the majority of its users.

Bicycle facilities vary from bicycle routes designated by signage or shared lane markings to separated, off-street facilities along exclusive rights-of-way. Opportunities to develop bicycle facilities and a cohesive network also vary and may range from deliberate and coordinated development on the part of the city to taking advantage of independent street construction, reconstruction and resurfacing projects. Street re-surfacing in particular, is a low-cost way to provide bicycle infrastructure. When streets are resurfaced, new pavement markings are required. During this process, bicycle facilities can often be added depending on existing roadway width and feasibility.

4.8.1. Policy and Program Recommendations

While improving walking and bicycling infrastructure is a vital component to increasing active transportation use, supportive programs and policies are a cost-effective complement and their impact should not be underestimated. Working directly with the public to encourage walking and bicycling can increase use of those modes, improve road safety, and strengthen the role of bicycling as a tourism generator in the Great Falls area. This section briefly describes current efforts and future recommendations related to these programs and policies. A complete discussion of these recommended policies and programs can be found in **Appendix F**.

The overarching goals of the recommendations are to increase the visibility and legitimacy of bicycling and bicyclists in the Great Falls area; support and enhance the infrastructure recommendations in this Plan; and increase the number, safety, and comfort of people walking in the Great Falls area. The policy and program recommendations include:

Bicycle and Pedestrian Advisory Committee (BPAC)
A Bicycle and Pedestrian Advisory Committee (BPAC) is made of citizen volunteers to advise the community leaders on bicycling and pedestrian issues and to make recommendations for Transportation Alternatives and other grant applications. The BPAC establishes the area's commitment to making bicycling and walking safer and more desirable, and has the potential to assist the City in securing funding for bicycle and pedestrian projects. Having an established BPAC is also desirable for receiving Bicycle or Walk Friendly Communities designation.

Alternate Modes Coordinator
The City of Great Falls does not have a designated Alternate Modes Coordinator, though the Planning Department has served some functions. In order for the goals of this plan to be realized, the Alternate Modes Coordinator should be the primary staff person overseeing implementation. It is recommended that the City of Great Falls provide dedicated funding for this important position.

Bicycle Parking
Adequate bicycle parking is an important component of the bicycle network and represents end-of-trip accommodation for those who choose to travel by bicycle. The recommendations for bicycle parking are separated into several categories, including recommended ordinance and code language, parking design, short- and long-term parking, how bicycle parking may differ depending on land uses and neighborhoods of Great Falls, and how more bicycle parking can be implemented when it doesn't fall into previously outlined categories.

Review Bicycle Regulations
Appropriate regulation of bicycle use is important to encouraging non-vehicular travel. The Official Code of the City of Great Falls (OCCGF) imposes restrictions upon the use of bicycles through the following regulation: (Excerpt from OCCGF 12.3211.020 Sidewalk—restricted use.) *"Unless otherwise allowed by designated City approved signage, or conditions render bicycle travel on a street unsafe, bicycles may only be ridden on those portions of the sidewalk that are a portion of the River's Edge Trail System, as depicted on the most currently published River's Edge Trail Map available at the City Computer Mapping and Addressing Department. Children under the age of thirteen (13) are exempted from the provisions of this Section."* Because the Great Falls area has, and is currently constructing, back-of-curb facilities meant to accommodate both pedestrians and bicyclists, it is important that such facilities continue to serve their intended functions. To that end, it is recommended that the City Public Works and Planning & Community Development Departments review the code language and consider either signage or Code revisions to ensure the bike system continues to function as intended.

Education and Encouragement Program Recommendations
There are many programs that are designed to raise awareness of walking and bicycling; connecting users to existing and proposed resources; educating these users; and encouraging residents and visitors in the Great Falls area to walk and ride a bicycle more often. Many of the recommended programs can be administered or implemented by volunteer groups or non-profit organizations. The recommended programs include creating a bicycling map, increasing recreation and bicycle tourism, creating a media campaign, and focusing on youth bicycle safety education.

Other Bicycling and Walking Recommendations
It is recommended that Great Falls implement a data collection program and create a benchmarking report. Addressing the lack of existing bicycle and pedestrian count data and beginning data collection will help provide objective, data-driven support for the expansion of a bicycle and pedestrian network. A benchmarking report will be able to help guide the City of Great Falls as it moves towards improving conditions for non-motorized users by tracking and visualizing past investments and future investments at regular intervals. The document will be created in its first edition to establish baselines in non-motorized user counts, miles of facilities developed over time, crashes and other metrics that can be updated by the city on a regular basis.

It is recommended that Great Falls implement a bicycle and pedestrian safety campaign similar to that developed for Tacoma, WA.

4.9. Non-Motorized Facilities

The recommended Great Falls area non-motorized network represents a comprehensive set of existing and proposed pedestrian and bicycle transportation and recreation facilities. In the case of roadway retrofit projects where a street may be reconfigured to provide the physical space for bicycle or buffered bicycle lanes additional study, neighborhood outreach, business outreach and other activities may be needed prior to implementation. A description of each type of non-motorized network improvements is listed and below and all improvements are depicted graphically in **Figure 21**.

Sidewalks

Completing the sidewalk network gaps on the major street network will allow more predictable trips for pedestrians and will improve the overall connectivity of the Great Falls area. Multiple sidewalk projects were identified with a total cost of $841,200.

While the recommended sidewalks will help to fill the gaps in the system, focus should be placed upon other gaps that may not be listed below, as opportunities arise for improvements to be made. Priority projects should work to eliminate sidewalk gaps between major roadways and adjoining neighborhoods; gaps on major roadways; gaps near schools, parks, or other destinations with higher pedestrian levels; and, missing ADA ramps and other barriers to accessibility along important routes and paths of travel. Finally, projects should work to connect isolated residential subdivisions or subdivisions on the urban fringe, as opportunities arise.

Shared Lane Markings

Shared lane markings, or sharrows, are stenciled markings installed as an on-street facility where bicycles share the travel lanes with automobiles. Typically, these facilities occur on local roadways or on roadways with low traffic volumes and speeds. Streets with low motor vehicle volumes and speeds that are prioritized for bicycle travel are known as 'Bicycle Boulevards'. Treatments could include reconfiguring or providing stop signs to favor bicyclists, pavement markings, wayfinding signage, and intersection treatments. Multiple shared lane marking projects were identified with a total cost of $475,000.

Bike Lanes

A bike lane provides a striped and stenciled lane for one-way travel on a street or highway. Many of the identified projects will be completed by the City of Great Falls, Cascade County, or MDT through retrofit or as part of maintenance activities (striping and signage only). Some maintenance activities such as re-striping after the winter season may not be appropriate to retrofit new striping as the old striping is still visible and will need to be removed at an additional cost or it could cause confusion for roadway users with the old lane configuration still visible.

Similar to a bike lane in that a striped and stenciled lane is provided for one-way bicycle travel on a street or highway, buffered bicycle lanes provide additional width to 'buffer' the bike lane, on the side of the adjacent travel lane and/or parking lane. They provide a more comfortable experience for bicyclists, but they also are an effective tool to discourage motorists from driving or parking in the bike lane that would otherwise be excessively wide. This excessive width can sometimes be present when a roadway reconfiguration project converts an underutilized travel lane or parking lane to a bike lane. Multiple bike lane projects were identified with a total cost of $429,500.

Figure 21 only shows recommended projects as bike lanes. However, when constructed, the project can be either bike lanes or buffered bikes lanes. The type of project that is ultimately chosen is at the discretion of city staff.

Shared Use Paths

A shared use path provides pedestrian and bicycle travel on a paved right-of-way completely separated from any street or highway. The River's Edge Trail is an example of a shared use path. Shared use paths in the Great Falls area are designed at a minimum to be ten feet wide. Multiple shared use paths were identified with a total cost of $7,020,100.

Sign Replacement and Upgrades

On an as needed basis, conduct an inventory of bike facility signs within the LRTP planning area. Reinstall missing signs and upgrade existing signs, as necessary, to meet current best practices standards and the *Manual on Uniform Traffic Control Devices* guidelines.

Spot Improvements

Improvements that are recommended at specific locations rather than along a corridor are known as spot improvements. These could include signalization, crossing improvements, 4-way stop control, streetscape, trail connections or other small connections fall under this category. Crosswalks and intersection improvements are another type of spot improvement, or a recommendation to improve the non-motorized transportation system by simultaneously improving the roadway network for all users. Crosswalks allow pedestrians and other non-motorized users to cross streets in predictable and designated places.

Bicycle and pedestrian facilities may be also able to be accommodated once a roadway's shoulders are widened or improved. This type of improvement is typically found in non-urban settings. Areas where shoulder widening can be accommodated are include in **Table 15** along with the locations of other recommended bike and pedestrian spot improvements. Multiple spot improvement projects were identified with a total cost of $3,467,400.

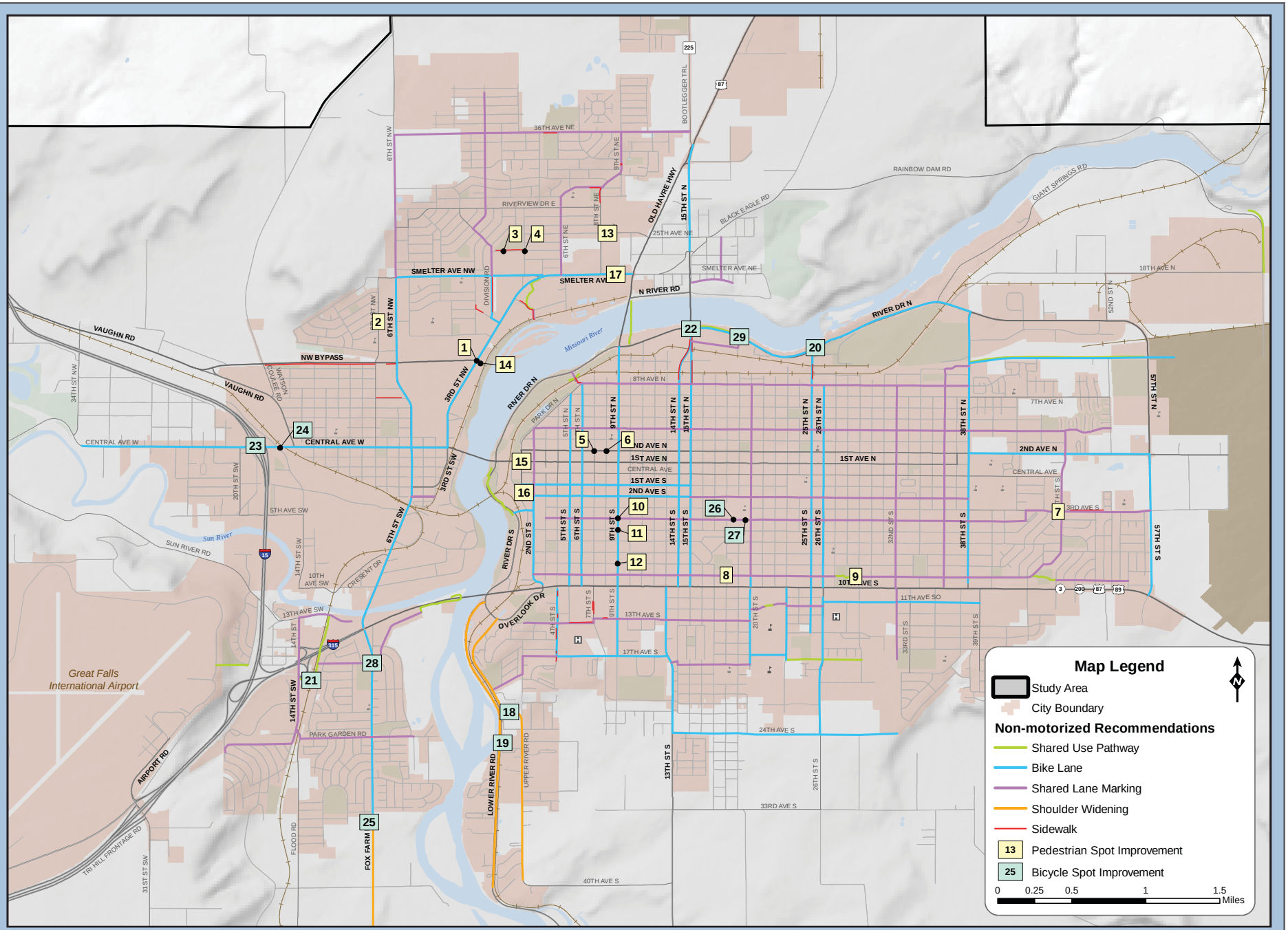
Table 15: Recommended Spot Improvements

ID	Improvement	Type	Notes	Estimated Cost
Pedestrian Spot Improvements				
SPOT-1	**NW Bypass & 3rd St NW**	Crosswalks	"T" intersection (i.e. three-legs). Crosswalks are faded on the west and north leg of intersection and non-existing on the south leg. Because of high traffic volumes, ladder crossings (high-visibility) are recommended in order to maintain appearance of crosswalks and designated pedestrian space. Consider adding 'pork chop' islands on both directions on the NW Bypass legs to reduce pedestrian crossing distance.	$11,900
SPOT-2	**4th Ave N & Park Dr**	Crosswalks and Signals	As recommended in the Downtown Plan.	$112,000
SPOT-3	**Ave B NW & 9th St NW**	Crosswalks	Near school.	$2,800
SPOT-4	**23rd Ave NE & 4th St NE**	Crosswalks	Add crosswalks on all sides of intersection.	$2,800
SPOT-5	**2nd Ave N & 7th St N**	Crosswalks	Crosswalks, traffic calming, and increased speed limit enforcement will benefit high pedestrian traffic (especially during school year) that is produced by Whittier and the Community Rec Center.	$1,300
SPOT-6	**2nd Ave N & 8th St N**	Crosswalks	Crosswalks, traffic calming, and increased speed limit enforcement will benefit high pedestrian traffic (especially during school year) that is produced by Whittier and the Community Rec Center.	$1,300
SPOT-7	**3rd Ave S & 46th St S**	Crosswalks and Sidewalks	Provide crosswalks on northern and eastern legs of intersection; provide sidewalk along 46th Street South to curb line.	$6,100
SPOT-8	**10th Ave S & 18th St S**	New Ped Signal or Hybrid Beacon	There are no pedestrian crossings between 15th and 20th Streets (5 pedestrian crashes have been reported in this section).	$103,400
SPOT-9	**10th Ave S & 29th St S**	New Ped Signal or Hybrid Beacon	There are no pedestrian crossings between 26th and 32nd Streets (5 pedestrian crashes have been reported in this section).	$103,000

ID	Improvement	Type	Notes	Estimated Cost
SPOT-10	**4th Ave S & 9th St S**	Crosswalks	Near recorded pedestrian crashes on 9th St; mark crossings with yield signs and lines.	$4,100
SPOT-11	**5th Ave S & 9th St S**	Crosswalks	Near recorded pedestrian crashes on 9th St; mark crossings with yield signs and lines.	$4,100
SPOT-12	**8th Ave S & 9th St S**	Crosswalks	Near recorded pedestrian crashes on 9th St; mark crossings with yield signs and lines.	$4,100
SPOT-13	**25th Ave NE & 8th St NE**	4-Way Stop	Convert two-way (east-west) stop to a full, four-way stop. Near school, lower speeds.	$800
SPOT-14	**3rd St NW & River's Edge Trail**	Trail Connection	Connect NW Bypass & 3rd St NW to West Bank Park and the River's Edge Trail	$55,800
SPOT-15	**1st Ave N & Park Dr**	Intersection Improvement	Accessing Gibson Park difficult from downtown. Improve crossing by prioritizing pedestrian traffic on porkchops, and by improving signal timing (leading pedestrian interval).	$6,100
SPOT-16	**2nd Ave S / Park Drive** *2nd Ave S to 1st Ave S*	Streetscape	Sidewalk is lacking in this area, though there is plenty of paved surface. Cars are parking where pedestrians would be walking. Suggest creating a new streetscape with pullouts for parking and a defined sidewalk that has curb separation.	$11,500
SPOT-17	**Smelter Ave NE** *8th St NE to 10th St NE*	Streetscape	Sidewalk needs to be defined - ideally some access management could occur along here as well.	$25,300
Bicycle Spot Improvements				
SPOT-18	**Upper River Rd** *40th Ave S to Overlook Dr*	Shoulder Widening	If road is ever rebuilt, provide at least four feet of rideable shoulder. If rumble strips are considered, widen shoulder design to allow for four feet of rideable width. This is a modification of the Bike-17 recommendation from the 2009 LRTP Update.	$1,713,600
SPOT-19	**Lower River Rd** *40th Ave S to Overlook Drive*	Shoulder Widening	If road is ever rebuilt, provide at least four feet of rideable shoulder. If rumble strips are considered, widen shoulder design to allow for four feet of rideable width. This is a modification of the Bike-20 recommendation from the 2009 LRTP Update.	$859,700
SPOT-20	**25th St N & River Dr**	Trail Connection	Investigate viable neighborhood connections between 25th St N and River's Edge Trail. Incorporate bicycle and pedestrian needs with River Dr improvements in this location.	Unknown
SPOT-21	**14th St SW & 20th Ave SW**	Railroad Tunnel	Connects River's Edge Trail to the Marketplace.	$394,000
SPOT-22	**15th St N & River Dr**	Intersection Improvement	Facilitate connections from 15th Street North to new trail connection.	$12,900
SPOT-23	**Central Ave W & I-15**	Travel Lane Reduction	Remove travel lane on north side for bike lane/shoulder.	$20,000
SPOT-24	**Central Ave W & RR Crossing**	Remove Raised Median	Remove raised median and provide bike lane.	$50,000

ID	Improvement	Type	Notes	Estimated Cost
SPOT-25	**Fox Farm Rd & 33rd Ave S**	General Roadway Improvement	Improve south of development, in addition to providing bike lanes where most people live. The undeveloped section of this road is where most open house and survey suggestions were identified (of those within this neighborhood) and it is also where a fatal crash occurred.	Unknown
SPOT-26	**4th Ave S & 19th St S**	Improve Existing Full Roadway Closure	Make this an obvious part of a bicycle route rather than just bollards sticking out of the concrete. Ensure adequate bicycle passage clearance and include pavement markings and wayfinding signage.	$2,900
SPOT-27	**4th Ave S & 18th St S**	Improve Existing Full Roadway Closure	Make this an obvious part of a bicycle route rather than just bollards sticking out of the concrete. Ensure adequate bicycle passage clearance and include pavement markings and wayfinding signage.	$2,900
SPOT-28	**Fox Farm Rd & 18th Ave S**	Intersection Signalization Improvement	Possible RRFB.	$25,500
SPOT-29	**19th St N Intersection**	Intersection Improvement	Evaluate and install enhanced non-motorized crossing treatments to River's Edge Trail.	$40,000

FIGURE 21: *Non-Motorized Recommendations*



4.10. Transit Improvements

Public transportation services in the Great Falls area take the form of fixed-route passenger bus service operating on a scheduled service, and "demand-responsive" bus/van service providing door-to-door service for the elderly and those unable to use the fixed-route service. Public transit has been characterized in the Great Falls Area as a service for transit dependents. With one hour gaps between buses, loop routes that add time and inconvenience to bus travel, and lack of support facilities such as connecting sidewalks, bus pads, and stop amenities, service is minimal.

The LRTP envisions an integrated multimodal transportation system that meets sustainable growth expectations, supports economic vitality, and improves quality of life. To achieve this vision, transit must play a much greater role in providing travel choice within the Great Falls Area. This includes increased service frequency, longer service hours, and expanded coverage.

4.10.1. Planned Committed Improvements

Due to extensive funding limitations, there are few "committed" projects on the horizon concerning transit. Transit District personnel have reiterated that due to limited funds, they are essentially in a survival mode. Although their recent TDP identified a number of short-term and long-term improvements, none have been implemented due to funding constraints.

Transit service requires a bus fleet and spares. If transit service is to be expanded over time to increase frequency and add coverage area, this fleet needs to expand. In order to be competitive, the buses need to be replaced when approximately 12 years old. With an aged fleet, there are several drawbacks that impact customer satisfaction. Vehicle reliability is not as good as a more modern fleet, leading to an increased number of road failures and service disruptions. Customers are not given the advantage of new technology, such as improvements in seating, accessibility, and comfort when older equipment is kept in service beyond its useful life. Another drawback associated with a larger fleet is the requirement for servicing these buses and the need for an improved/expanded fleet facility.

As of the 2014 LRTP, there are 21 fixed-route vehicles and 9 paratransit vehicles in the existing transit fleet. Although the TDP identified a handful of recommendations, inadequate funding for vehicles and additional drivers dictate that these items be placed on hold. These improvements are described in greater detail in the following section.

Fleet replacement on a designated four-year cycle is the most pressing transit need to continue successful operations. As the older vehicles are cycled out of the fleet, and a consistent replacement cycle is realized, GFT will turn attention to other recommendations in the TDP such as installation of bus stops, shelters and route service changes.

The TDP prepared as a part of past planning efforts also identified several service design needs and fixed stop considerations that were recommended for implementation. The Great Falls Transit District plans to eventually implement the recommendations below upon realization of improved funding mechanisms. A brief description of the recommendations is provided here, the recommendations are discussed in greater depth in **Appendix F.**

- **Short Term (1-3 Years):** A "preferred service plan" could be implemented. The plan would include splitting Route 1 into two segments, east and west, which would provide greater access and shorter travel times. To implement the preferred service plan, an additional vehicle will be required and higher operational costs with an estimated amount of $250,000 may be realized.
- **Long Term (4-5 Years):** A more long-term goal for Great Falls Transit is to provide evening service for passengers. The option that was examined in the TDP report extends fixed-route service 30 minutes (until 7:00 PM) and provides demand-responsive service thereafter until 10:00 PM. To provide evening service, four vehicles will need to be allocated to the time extension, with an overall estimated operational cost of $164,000.
- **Service Schedules:** The overall service concept of the system remains the same. Headways are generally at one hour during off-peak periods (with the exception of Route 7 that will be 30 minutes all day) and 30 minutes during peak periods. New

schedules are identified for Route 5, Route 7, Route 1, and Route 8. Routes that are maintaining their current alignment also have a minor schedule change by changing the 15-minute break in the middle of the day to occur at the downtown transfer center. Minor changes may be required to ensure that students are able to use transit for travel to and from school.

- **Fixed Stops:** Great Falls Transit currently uses a flag stop system for their fixed-route service. The creation of fixed stops will still allow users to board at convenient locations, if they are placed properly. In addition to including fixed bus stops, shelters should be placed at the locations with the highest amount of activity. The potential costs to realize fixed stops and shelters at high activity locations range from a potential year one cost of approximately $50,000 (assumes adding five shelters in year one) to $20,000 for years two through five (assumes two new shelters per year).

- **Development Review:** As Great Falls continues to grow at the fringe, newly developed areas should be evaluated for transit need. Great Falls Transit should have a presence in the development review process for the city. This will allow future projects to be considered by Great Falls Transit and for their transit need to be determined.

The Great Falls Transit District plans to modify the bus schedule so mid-day breaks occur at the Downtown Transfer Center to give riders easy access to Downtown amenities while they wait.

CHAPTER 5: POLICY AND PLANNING FRAMEWORK

5.1. Overview

This chapter of the LRTP addresses several topics that link the transportation system to broader quality of life considerations within the community. Federal regulations for MPOs require long range transportation plans "include both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods." While this is a key consideration, it must be recognized that the design, modal mix, and location of transportation infrastructure and facilities can directly affect urban form, functions, and community character.

Current directions in transportation planning place importance on developing transportation systems that help reduce unnecessary travel delays and manage travel demands in ways that create balanced multimodal networks that offer multiple transportation choices. Transportation systems also need to provide facilities and services to help achieve reliable and timely access to jobs, community services, affordable housing, and schools while helping create safe streets and improving economic competitiveness, and enhancing unique community characteristics.

5.2. Corridor Preservation

Corridor preservation is the application of measures to prevent or minimize development within the right-of-way of a planned transportation facility or improvement within a defined corridor. That includes corridors, both existing and future, in which a wide array of transportation improvements may be constructed including roadways, bikeways, multi-use trails, high occupancy vehicle lanes, or fixed route transportation infrastructure.

The objective of corridor preservation is to enable local governments to better plan for future growth. Corridor preservation helps to assure that a transportation system will effectively and efficiently serve existing and future development within a community, region or state, and prevent costly and difficult acquisitions after the fact. Preserving right-of-way for planned transportation facilities promotes orderly and predictable development. As communities expand, land must be set aside for the transportation infrastructure needed to support development and to maintain a desired level of transportation service. The decisions made about the location and design of the transportation network will have a lasting impact on growth patterns, community design, and modal alternatives.

Corridor preservation policies, programs and practices provide numerous benefits to communities, taxpayers and the public at large. These include, but are not limited to, the following:

- **Reducing transportation costs by preservation of future corridors in an undeveloped state.** Right-of-way costs often represent the single largest expenditure for a transportation improvement, particularly in growing urbanized areas where transportation improvement needs are the greatest. By acquiring or setting aside right-of-way well in advance of construction, the high cost to remove or relocate private homes or businesses is eliminated or reduced.

- **Enhancing economic development by minimizing traffic congestion and improving traffic flow, saving time and money.** Low cost, efficient transportation helps businesses contain final costs to customers and makes them more competitive in the marketplace. Freight costs, for instance, accounts for ten percent of the value of agricultural products, the highest for any industry.

- **Increasing information sharing so landowners, developers, engineers, utility providers, and planners understand the future needs for developing corridors.** An effective corridor preservation program ensures that all involved parties understand the future needs within a corridor and that state, local and private plans are coordinated. Clarifying public intentions about the location, timing, and desired level of access control for roadway improvements reduces the risk associated with the timing and phasing of development projects for the private sector. Advanced notice of such intentions also enables developers to plan projects and site-related improvements in a manner that is more compatible with the planned transportation functions of the corridor.

- **Preserving arterial capacity and right-of-way in growing corridors.** Corridor preservation includes the use of access management techniques to preserve the existing capacity of corridors. When it is necessary, arterial capacity can be added before it becomes cost prohibited by preserving right-of-way along growing transportation corridors.

- **Minimizing disruption of private utilities and public works.** Corridor preservation planning allows utilities and public works providers to know future plans for their transportation corridor and make their decisions accordingly.

- **Promoting urban and rural development compatible with local plans and regulations.** The state and local agencies must work closely together to coordinate their efforts. Effective corridor preservation will result in development along a transportation corridor that is consistent with local policies.

- **Reducing adverse social, economic, and environmental impacts on people and communities.** The social and economic costs of relocation can be high for some communities, particularly low-income, ethnic, or elderly populations and small businesses that serve such populations. In addition, where viable transportation corridors are foreclosed by development, roadways may need to be relocated into more environmentally sensitive areas, thereby increasing adverse impacts on the environment.

A variety of techniques have been applied by communities to help preserve right-of-way for future transportation corridors, ranging from setback ordinances to mandatory dedication. Although many jurisdictions have some method of right-of-way preservation in place, no single method works for all situations. Communities that have been most successful at corridor preservation are those that have assembled a variety of tools that they can mix and match to the circumstances at hand. The following are viewed as important elements of successful corridor preservation programs:

- Develop a long-range transportation plan with broad community support;
- Set clear priorities for transportation improvement projects and complete them in a timely manner;
- Identify a funding source for advance acquisition of necessary or desired rights-of-way; and
- Provide a range of mitigation measures to address potential hardship on property owners and to preserve property rights.

National experience in corridor preservation practices has also shown it is helpful to determine desired design objectives and cross-sections for transportation improvements in the community to establish a basis for future right-of-way needs. This helps to facilitate administration of and public support for the program by identifying in advance the amount of right-of-way that will be needed and why.

The I-15 exit at 10th Ave S was part of the 2015 I-15 Corridor Planning Study which helped plan for current and future needs of the corridor.

5.3. Access Management

Access Management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good access management promotes safe and efficient use of the transportation network. Access management techniques are increasingly fundamental to preserving the safety and efficiency of a transportation facility. Access control can extend the carrying capacity of a roadway, reducing potential conflicts.

There are six basic principles of access management that are used to achieve the desired outcome of safer and efficient roadways. These principles are:

1. Limit the number of conflict points.
2. Separate the different conflict points.
3. Separate turning volumes from through movements.
4. Locate traffic signals to facilitate traffic movement.
5. Maintain a hierarchy of roadways by function.
6. Limit direct access on higher speed roads.

Access management encompasses a set of techniques that local governments can use to control access to highways, major arterials, and other roadways. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion, and reduce crashes. These techniques include:

- **Signal Spacing:** Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors.
- **Access and Driveway Spacing:** Fewer driveways spaced further apart allows for more orderly merging of traffic and presents fewer challenges to drivers.
- **Safe Turning Lanes:** Dedicated left- and right-turn, indirect left-turns and U-turns, and roundabouts keep through-traffic flowing. Roundabouts represent an opportunity to reduce an intersection with many conflict points or a severe crash history (T-bone crashes) to one that operates with fewer conflict points and less severe crashes (sideswipes) if they occur.
- **Median Treatments:** Two-way left-turn lanes and non-traversable, raised medians are examples of some of the most effective means to regulate access and reduce crashes.
- **Service and Frontage Roads:** Helps alleviate congestion on major limited access thoroughfares by providing parallel routes which can separate local traffic from through traffic.
- **Right-of-Way Management:** As it pertains to R/W reservation for future widenings, good sight distance, access location, and other access-related issues.

State, regional, and local governments across the United States use access management policies to preserve the functionality of their roadway systems. This is often done by designating an appropriate level of access control for each of a variety of facilities. Local residential roads are allowed full access, while major highways and freeways allow very little. In between are a series of road types that require standards to help ensure the free flow of traffic and minimize crashes, while still allowing access to major businesses and other land uses along a road.

It is recommended that City and County governments adopt a set of Access Management Regulations through which the need for access management principles can be evaluated on a case-by-case basis.

For roadways on the State system and under the jurisdiction of the MDT, access control guidelines are available which define minimum access point spacing, access geometrics, etc., for different roadway facilities.

For other roadways (non-State), the adoption of an access classification system based upon the functional classification of the roadway (principal arterial, minor arterial or major collector) is desirable. These local regulations should serve to govern minimum spacing of drive approaches/connections and median openings along a given roadway in an effort to fit the given roadway into the context of the adjacent land uses and the roadway purpose. The preparation and adoption of a local Access Management Ordinance should be pursued that can adequately document the local government's desire for standard approach spacing, widths, slopes and type for a given roadway classification.

5.4. Transportation Demand Management

Transportation Demand Management (TDM) measures came into being during the 1970s and 1980s in response to a desire to save energy, improve air quality, and reduce peak-period congestion. TDM strategies focused on identifying alternates to single occupant vehicle use during commuting hours. Therefore, such things as carpooling, vanpooling, transit use, walking and bicycling for work purposes are most often associated with TDM. Many of these methods were not well received by the commuting public and therefore, provided limited improvement to the peak-period congestion problem. Due to the experiences with these traditional TDM measures over the past few decades, it became clear that the whole TDM concept needed to be changed. TDM measures that have been well received by the commuting public include flextime, a compressed workweek and telecommuting. In addition to addressing commute trip issues, managing demand on the transportation system includes addressing traffic congestion associated with special events, such as the fireworks display on the 4th of July, Great Falls White Sox baseball games, and other large cultural or sporting events. A definition of TDM follows:

> *TDM programs are designed to maximize the people-moving capability of the transportation system by increasing the number of persons in a vehicle, or by influencing the time of, or need to, travel. (FHWA, 1994)*

Since 1994, TDM has been expanded to also include route choice. A parallel arterial with excess capacity near a congested arterial can be used to manage the transportation system to decrease congestion for all transportation users. In Montana, an excellent model for TDM strategies can be found by examining the Missoula Ravalli Transportation Management Association (MRTMA). MRTMA offers vanpool, carpool, and guaranteed ride home programs and works with employers to tailor specific commute programs for their staff.

The Great Falls area is projected to grow. The accompanying expansion of transportation infrastructure is expensive and usually lags behind growth. Proper management of demand now will maximize the existing infrastructure and delay the need to build more expensive additional infrastructure. TDM is an important and useful tool to extend the useful life of a Transportation System.

Many TDM options are available for use in Great Falls. Existing infrastructure is in place to use alternative modes of transportation including transit, walking and bicycling. There are several major employers in Great Falls including the medical providers, refinery, City government, County government, Montana Air National Guard and Malmstrom Air Force Base who could be approached to implement work week adjustments (flex time, alternate work hours, compressed work week) that could make a noticeable difference to congestion. Designating a couple of prime parking spots for carpooling could increase its use among employees and provide positive recognition for those who carpool.

Developing strategies to manage the demand on the system generated by specific repeatable events such as baseball games or the 4th of July fireworks display would involve a one-time use of Great Falls staff time. Adjustments to these strategies could be made after seeing how they work. Coordination with the Police Department or other departments that would help implement these plans would then be needed on an intermittent basis. Implementing these strategies in Great Falls could be done quickly and would be obvious to the traveling public. As such, it would be easy to demonstrate a successful TDM program and build approval for implementing additional TDM strategies.

Large community events, such the 4th of July parade, are opportunities to implement travel demand management strategies.

Great Falls is poised to implement a successful TDM program with the recommended strategies listed below. These strategies could be implemented in any order.

- Encourage employers to provide alternate work schedules to their employees.
- Implement a guaranteed ride home program for transit users.
- Provide bike racks in the downtown area for bicycling commuters.
- Increase bicyclist access to River's Edge Trail for commuting purposes.
- Encourage walking as a commute choice.
- Encourage biking as a commute choice.
- Look at ways to increase transit ridership.
- Review access to the Great Falls Voyagers ballpark and develop a plan to manage traffic into and out of the ballpark.
- Consider factors such as land use/zoning issues when approving non-rural projects in the outlying areas.
- Use Intelligent Transportation Systems methods, where appropriate, to alert motorists of disruptions to the transportation system can be highly beneficial to transportation users and effective tools for managing transportation demands.

Travel demand management strategies that are likely to be effective in the Great Falls Area are discussed in greater depth in **Appendix G**.

Example bike racks in Downtown Bozeman

Designated Carpool Spots, Ohlone College

It is recommended that Great Falls review access to the Voyagers ballpark ***and develop a plan to manage traffic into and out of the ballpark.***

5.5. Transit Considerations

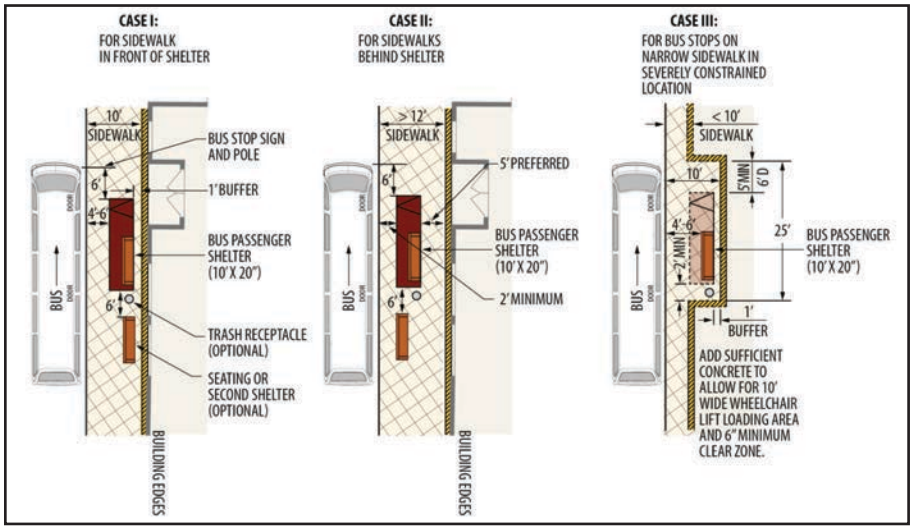
Building upon the conclusions of the TDP, this section of the transit summary and considerations presents planning level guidance on bus stop placement and other elements.

Bus stop placement is an important factor to achieving the best performing transit system possible. Below is a list of factors that should be taken into consideration when deciding on where to locate bus stops.

- Spacing along the route
- Location of passenger traffic generators
- Operational effectiveness
- Safety
- Access to the stop including pathways leading to and from the stop
- Right-of-way
- Curb clearance

It is expected that each bus stop should incorporate a number of elements. A list of the minimum elements that each bus stop should have is listed below.

- **Landing Area** – The landing area must allow for lifts or ramps to be deployed on a suitable surface to permit a wheelchair to maneuver safely on and off the bus.
- **Pedestrian Connections** – A landing area of 5-feet wide by 8-feet long must be connected to a sidewalk of at least 4-feet wide.
- **Curb Ramps** – These shall be designed to conform to state and federal ADA standards.
- **Signage** – Appropriate signage must be used to mark the location of the bus stop. Route and schedule information should also be supplied at each bus stop.
- **Safety and Security** – Bus stops should not have hazardous conditions that could be potentially unsafe to users. The area should be well lit and free of obstacles.



Guidance for bus stop placement and bus stop shelters are provided in **Appendix G**

5.6. Traffic Calming

Traffic calming is intended to reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. It is used on local streets to discourage non-local traffic. Non-local traffic is not invested in the neighborhood, and therefore has less respect for speed limits, and the non- vehicular elements of the street environment. Certain, limited traffic calming measures are appropriate for slowing traffic on collectors or minor arterials as well.

Because traffic calming includes an educational or enforcement campaign, or an engineering study, it can result in the physical construction of traffic elements designed to reinforce the perceived need for caution by the users of the transportation system. The need for physical traffic calming devices indicates the transportation user's consistent failure to appropriately interact with the surroundings. Regardless of any traffic calming measures installed, the primary responsibility for safe use of the streets lies with the individual driver, cyclist, or pedestrian.

The success of traffic calming measures on a local street depends upon strong support by residents in the immediate area. Additionally, the traffic calming measures need to address situations that a number of residents agree should be addressed. Situations that many people agree exist and that could respond to traffic calming techniques will have more support from the neighborhood, and will better enhance the neighborhood environment. Traffic calming projects which involve installing "hard" improvements should meet several criteria before being considered for implementation, because they can be disruptive to the residents in the surrounding area, difficult to fund and maintain, and difficult to remove once installed.

Traffic calming elements can be incorporated into the initial design of subdivision, or can be retrofitted into existing subdivisions. The City of Great Falls has many streets which already contain traffic calming measures. These include street trees, on-street parking, and sidewalks separated from the street by a planting strip. Other techniques can include landscaped medians, pedestrian bulb-outs at corners, traffic circles or other intersection design techniques as well as other mid-block design techniques.

There are however, several circumstances where traffic calming becomes necessary. One of the most common circumstances is when the arterial system is congested or has turn restrictions. This set of circumstances may lead to arterial traffic detouring into an adjacent neighborhood. Local streets near a heavily used arterial can experience arterial traffic. In Great Falls, 9th Avenue South appears to experience this phenomenon due to its proximity to 10th Avenue South. To address this situation, stop signs have been installed at some locations. Installation of stop signs is one of a number of traffic calming measures, and has been used extensively by the City. Stop and yield signs are prevalent on the east/west legs of the intersections of 9th Avenue South with the various north/south streets. These serve to discourage through traffic, while still allowing local traffic and necessary circulation back to 10th Avenue South.

During street construction traffic calming issues may be raised. Detours are necessary but frustrating for residents. However, when motorists use alternate routes instead of the designated detours, concerns with congestion, speed, pollution and enforcement become real. But these issues are temporary, and temporary measures are appropriate to address them. Some examples of temporary traffic calming measures include:

- Removable median curbs to constrict, or choke, a roadway;
- Removable median curbs placed to form a traffic circle within an intersection;
- Removable median curb placed to form forced turn diverters;
- Temporary bollards to close off traffic to a roadway; and
- Temporary speed bumps.

Very few traffic calming techniques are appropriate for use on arterials, because they interfere with an arterial's ability to move people and vehicles efficiently from one place to another.

There are two forms of traffic calming, active and passive. Active measures are usually applied after a street has been constructed to correct a perceived problem with driver behavior. Passive measures are more

likely to be included during the initial design of a roadway. Generally, active measures are not appropriate for the arterial network as they interfere with the purpose of arterials to move larger volumes of vehicles. However, appropriate use of passive measures may accomplish the purpose of encouraging safer driver, cyclist, or pedestrian behavior without restricting traffic flow. Arterials should be considered in any active traffic calming plan since speeding and cut-through traffic on local streets can be an indicator that the arterial network is not functioning properly. Therefore, improvements to the arterial network may be a more effective solution than active traffic calming on smaller streets.

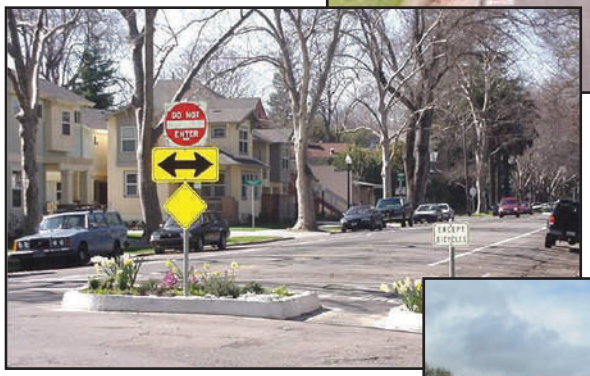
Traffic calming measures generally fit into one of the following major categories:

- Passive measures;
- Education and enforcement;
- Signing and pavement marking;
- Deflection (either vertical deflection or horizontal deflection); and
- Diversions or restrictions.

Traffic calming strategies that are implementable in the Great Falls Area are discussed in greater depth in **Appendix G**.

Raised Speed Bumps

Pavement Markings



Half Road Closures

Roundabouts

5.7. Context Sensitive Solutions

Context Sensitive Solutions (CSS) are an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "context." With respect to transportation projects, context can be defined as "all elements related to the people and place where a project is located." This includes both visible elements such as environmental or historic resources and invisible elements such as community values, traditions, and expectations.

CSS is both process and product, characterized by a number of attributes. It involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. It puts project needs and both agency and community values on a level playing field and considers all trade-offs in decision making. Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

CSS is guided by four core principles:

1. Strive towards a shared stakeholder vision to provide a basis for decisions.
2. Demonstrate a comprehensive understanding of contexts.
3. Foster continuing communication and collaboration to achieve consensus.
4. Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

Context sensitive designs incorporate a multidisciplinary design team. Residents, business owners, local institutions, city officials, and designers all have a part in the design and implementation of CSS. The conventional approach to design would be to approach the stakeholders at the tail end of the design phase in order to gain approval; involving these people at the beginning of the project ensures that the needs of all the stakeholders and the public are addressed from start to finish. Addressing these needs in the early stages can save valuable time and money in the development process.

Conventional designs place importance strictly on level of service and moving traffic. CSS balances safety, mobility, community, and environmental goals. The idea is to achieve a design that creates a unity for all of the users and for the area. CSS focuses not only on moving traffic, but also on pedestrians, bicycles, and aesthetic issues. Roads are built around the needs of pedestrians and bicyclists instead of just being built to handle the highest amount of traffic at the highest speeds possible. A properly constructed road will be safe for all users, regardless of their mode of travel. A CSS allows flexibility for its users when choosing their travel type.

CSS should encourage "smart growth" within the area. This refers to a type of city center growth that discourages urban sprawl by creating an area where pedestrians, bikes, transit, and vehicles can function in harmony within the network. Mixed-use development is also used in the area to allow for a variety of activities to take place. CSS creates a sense of community and unity to the area, while increasing safety levels and aesthetic value to the area.

Another purpose of CSS is to give users flexibility in the design process of transportation elements. All projects are different and should be treated as such. It is appropriate for some areas to incorporate 12-foot-wide travel lanes, for example, while others may benefit more from smaller 10-foot-wide lanes. The FHWA's *Flexibility in Highway Design*[24] is a guide written for highway engineers and project managers that describes the flexibility available when designing roads and illustrates successful approaches used in other highway projects.

The “Qualities that Characterize Excellence in Transportation Design”, elaborated at the Thinking Beyond the Pavement in 1998, illustrate the desired end products of the CSS process:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area, i.e., exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people’s minds.
- The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

The Great Falls’ “Rainbofallo” on the River’s Edge Trail is one of many buffalo statues around the city.

5.8. Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) technologies have been used widely used throughout the country to improve safety and efficiency for the transport of people and goods. ITS advances transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and into vehicles.

ITS encompasses a broad range of wireless and traditional communications-based information and electronic technologies. Some of the most common ITS technologies deployed across the country include electronic toll collection, ramp meters, red light cameras, traffic signal coordination, transit signal priority, and traveler information systems. These applications are briefly described below:

- **Electronic Toll Collection** – Electronic toll collection systems support the collection of payment at toll plazas using automated systems that increase the operational efficiency and convenience of toll collection. Systems typically consist of vehicle-mounted transponders identified by electronic readers located in dedicated or mixed-use lanes at toll plazas.
- **Ramp Meters** - Traffic signals on freeway ramp meters alternate between red and green signals to control the flow of vehicles entering the freeway. Metering rates can be altered based on freeway traffic conditions.
- **Red Light Cameras** – Red light cameras detect a motor vehicle that passes over sensors in the pavement after a traffic signal has turned red. The sensors connect to computers in high-speed cameras, which take two photographs of the violation. Typically, the first photo is taken of the front of the vehicle when it enters the intersection, and the second photo is taken of the rear of the vehicle when the vehicle is in the intersection. Law enforcement officials review the photograph, and a citation is mailed to the registered owner of the vehicle.

- **Traffic Signal Coordination** – This technology provides the ability to synchronize multiple intersections to enhance the operation of one or more directional movements in a system. Some examples include arterial streets, downtown networks, and closely spaced intersections such as diamond interchanges.
- **Transit Signal Priority** – These systems give special treatment to transit vehicles at signalized intersections. TSP systems use sensors to detect approaching transit vehicles and alter signal timings to improve transit performance. For example, some systems extend the duration of green signals for public transportation vehicles when necessary.
- **Traveler Information Systems** – Traveler information systems are multimodal and support many categories of drivers and travelers. Traveler information applications use a variety of technologies, including dynamic message signs, Internet websites, telephone hotlines, and television and radio, to allow users to make informed decisions regarding trip departures, routes, and mode of travel.

MDT has been proactive in the use of ITS to promote improve the flow and efficiency of the existing transportation network in the state, most notably through upgrades to traffic signal systems and implementing traveler information systems. The use of ITS technology on traffic signal systems can have multiple benefits, including reducing congestion, reducing vehicle emissions and fuel use, improving safety at intersections, and delaying or eliminating the need to construct additional road capacity.

MDT has developed a statewide traffic signal system plan, which includes recommendations for ITS improvements to be implemented in signal systems across the state over the next decade, with a focus on Montana's urban centers. Within the Great Falls urban area, projects to upgrade controllers and communications capabilities to enhance traffic signal operations at 18 intersections long 10th Avenue South and 6 intersections along the 3rd Street NW – NW Bypass have been completed.

MDT has implemented the 511 system, using a simple 3-digit telephone number, that provides current information to travelers about road conditions, allowing for better choices of travel time, transportation mode, and route. Dynamic message signs are also employed at key locations on the road network to advise motorists of changing travel conditions.

MDT routinely considers the applicability of incorporating ITS features as part of its project development activities for improvements to the state highway system. As improvements to the state-maintained highway system are proposed within the Great Falls urban area, opportunities to implement effective ITS technologies will be considered.

MDT has upgraded controllers and communications capabilities to enhance traffic signal *operations along 10th Ave S in Great Falls.*

5.9. Livability

Livability is a national movement with local implications that are supported within the Great Falls community. Providing transportation options to improve access to housing, jobs, businesses, services and social activities are fundamental desires of most transportation system user groups. Active transportation results in a physically fit population, minimizes auto emissions, extends the life of transportation infrastructure, and delays the needs for infrastructure improvements.

Fostering livability in transportation projects and programs will result in improved quality of life; will create a more efficient and accessible transportation network; and will serve the mobility needs of communities, families, and businesses.

The concept of livability, which has evolved over the years, is often used to describe a range of initiatives aimed at improving community quality of life while supporting broader sustainability goals. Livability encompasses multi-dimensional issues relative to community design, land use, environmental protection and enhancement, mobility and accessibility, public health, and economic well-being. Incorporating livability into transportation planning, programs, and projects is not a new concept. Communities, developers, advocacy groups, businesses, and neighborhood residents have been working for generations to make places more livable through transportation initiatives, with varying degrees of support from local, regional, State, and Federal agencies. These initiatives have used a range of terms to describe an overlapping set of objectives and strategies-livability, sustainability, community impact assessment, scenario planning, land use and transportation, smart growth, walkable communities, new urbanism, healthy neighborhoods, active living, transit-oriented development, complete streets, context-sensitive solutions, and many others. The key concept behind livability in transportation: transportation planning is a process that must consider broader community goals.

Livability in transportation is about integrating the quality, location, and type of transportation facilities and services available with other more comprehensive community plans and programs to help achieve broader community goals such as access to a variety of jobs, community services, affordable housing, quality schools, and safe streets. This includes:

- Addressing road safety and capacity issues through better planning, design, and construction.
- Integrating health and community design considerations into the transportation planning process to create more livable places where residents and workers have a full range of transportation choices.
- Using TDM approaches and system management and operation strategies to maximize the efficiency of transportation investments.
- Maximizing and expanding new technologies such as ITS, green infrastructure, and quiet pavements.
- Developing fast, frequent, dependable public transportation to foster economic development and accessibility to a wide range of housing choices.
- Strategically connecting the modal pieces - bikeways, pedestrian facilities, transit services, and roadways - into a truly intermodal, interconnected system.
- Enhancing the natural environment through improved storm water mitigation, enhanced air quality, and decreased greenhouse gases.

Livability provides economic benefits to communities, businesses, and consumers. In practice, livable transportation systems accommodate a range of modes (walking, bicycling, transit, and automobiles) by creating mobility choice within more balanced multimodal transportation networks. This in turn helps support more sustainable patterns of development, whether in an urban, suburban, or rural context. Livable transportation systems can provide better access to jobs, community services, affordable housing, and schools, while helping to create safe streets, reduce energy use and emissions, reduce impacts on and enhance the natural and built environment, and support more efficient land use patterns.

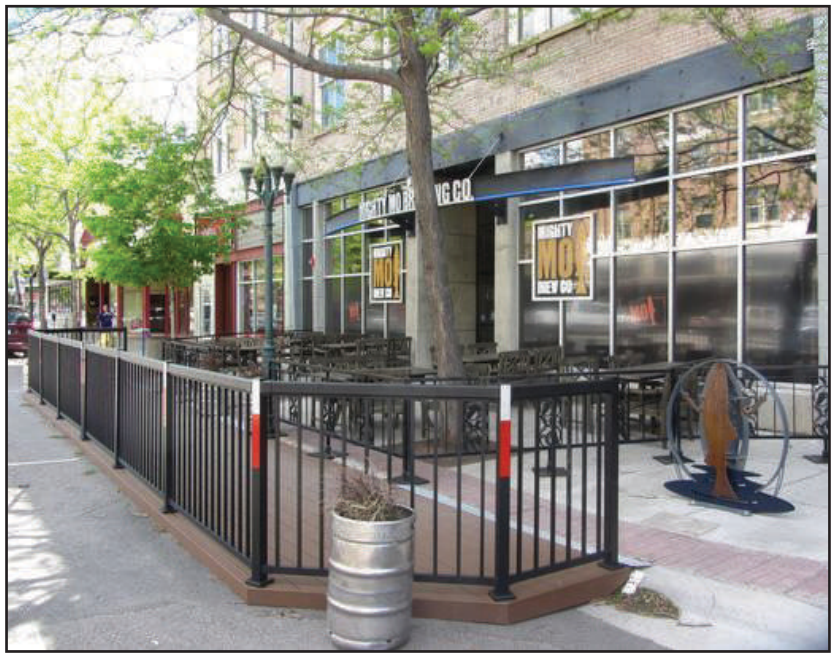
The LRTP should reflect the future transportation needs of the Great Falls area and include recommended actions, programs and projects to improve, enhance and better manage and operate the public transit and highway systems, promote alternative modes, accommodate bicyclists and pedestrians, consider all non-motorized modes of transportation, provide freight mobility and mitigate environmental impacts. In general, recommendations in the LRTP should also adhere to the livability principles established by the US DOT, HUD and EPA which are aimed at improving access to affordable housing, providing more transportation options, and lower transportation costs. By keeping these considerations in mind, transportation improvement programs and projects will not only accommodate existing travel, make the current transportation system more efficient, meet growing travel requirements and improve mobility, but also be a catalyst for enhancing the overall livability of the Great Falls community.

Livability is about linking the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing safety and capacity issues on all roads through better planning and design, making judicious decisions about improvement projects, and expanding the use of new technologies.

The LRTP continues local efforts to make the transportation network operate as efficiently and effectively as possible and promote a balanced transportation system with alternatives to the private vehicle. The analyses conducted for the update of the LRTP show that some components of the system operate poorly and congestion occurs daily and reaches severe conditions at some locations. However, it is important to preserve and maintain essential infrastructure and services, while making the system operate as efficiently as possible. It is also equally critical to enhance the mobility of people and goods by increasing mode choice, access and convenience, and strategically expanding transportation capacity. Although the highway system dominates movement, non-highway components are equally important and provide alternatives for other system users.

The LRTP also attempts to reinforce future local land use development objectives and economic revitalization goals. Transportation and land use planning have a similar goal: efficient use of a limited resource (land) that allows for the efficient movement of people and goods. Together, transportation and land use planning will lead to the creation of strong communities and better define quality of life and livability in Great Falls.

The City's recent Growth Policy Update (*Imagine Great Falls 2025*) recommends a concept referred to as "Healthy by Design." This is a holistic concept that promotes health, safety and neighborhood oriented considerations in land use review. Many of the goals of Healthy by Design are occurring naturally in Great Falls. This includes an emphasis on trails, safe and comfortable sidewalks, community gardens and small scale commercial and mixed use projects.



A new pedlet in Great Falls ***diverts pedestrian traffic and allows outdoor dining*** *downtown.*

5.10. Environmental Mitigation

Moving Ahead for Progress in the 21st Century (MAP-21) requires metropolitan LRTPs to discuss environmental mitigation opportunities and required certain elements and activities to be included in the development of long-range transportation plans, including:

- Consultations with resource agencies, such as those responsible for land-use management, natural resources, environmental protection, conservation and historic preservation.
- Consultations to compare transportation plans to conservation plans, maps, and inventories of natural or historic resources.
- A discussion of potential environmental mitigation activities.
- A participation plan that identifies a process for stakeholder involvement.

These provisions originated from a desire to realize benefits for overall transportation project development by considering environmental resources early on in the transportation planning process. The early consideration of environmental resources can assist in program predictability, project decision-making, project deliverability, and mitigation decisions while responding to the desire to improve both transportation infrastructure and the environment.

5.10.1. Environmental Mitigation Overview

Environmental mitigation is the process of addressing damage to the human and/or natural environment caused by transportation or other public works and infrastructure projects. The human and natural environment includes such resources as neighborhoods and communities; homes and businesses; cultural resources (archaeological or historical sites); parks and recreation areas; streams and wetlands; important farmlands; wildlife and their habitats; and air and water quality.

Environmental mitigation activities, in reference to transportation planning, refers to the strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, or compensate for the negative effects of a transportation project on the human and/or natural environment. Actions taken to avoid or minimize environmental damage are considered the most preferable method of mitigation.

5.10.2. Consultation and Coordination

MAP-21 reiterates the need for continued consultations with agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in the development of LRTPs. Consistent with this requirement, Federal, State, and Tribal land management wildlife, and regulatory agencies were contacted in October 2013 for input regarding mitigation activities that may help alleviate the adverse effects of implementing transportation projects in the Great Falls area.

5.10.3. Impacts of Transportation Projects

The implementation of transportation projects may result in both positive and negative impacts on the human and natural environments and impacts may include direct, indirect, and cumulative effects. Direct effects are those impacts that are caused by the action and occur at the same time and place. Indirect impacts (also referred to as secondary impacts) are effects caused by the project, but occur at a different location or later time than the action that triggers the effect. Cumulative effects are the collective impacts on the environment that may occur when the project is considered along with other past, present, and reasonably foreseeable future actions.

The following paragraphs discuss the types of environmental impacts that may result from the implementation of transportation projects in the Great Falls area. It should be noted that these environmental impact categories are not all inclusive and each transportation project must typically undergo Federal and State environmental compliance reviews to identify project-specific impacts, evaluate the need for mitigation activities, and determine permitting requirements.

Air Quality

National ambient air quality standards (NAAQS) have been established for several major pollutants referred to as “criteria” pollutants. The six criteria pollutants are: Carbon monoxide (CO); Particulate Matter; Nitrogen dioxide (NO2); Sulfur dioxide; Ozone; and Lead. Transportation contributes to four of the six criteria pollutants: ozone, CO, particulate matter, and NO2.

Vehicle exhaust is a primary source of project-related air pollution. Increasing vehicle emissions is a potential outcome of projects that encourage additional miles of travel. Projects that are designed to reduce congestion and increase traffic flow can also encourage drivers to use such roadways more often and therefore increase CO emissions and other vehicle generated air pollutants. However, such projects often result in decreased travel times and idling times, which translates into reduced emissions. The net result is often an improvement in air quality.

Noise
Noise is most often defined as unwanted sound. Although sound can be easily measured, the perceptibility is subjective and the physical response to sound complicates the analysis of its impact on people. The environmental impact of noise is a function of the sensitivity of the land use where noise is heard. In general, land use sensitivity to noise is a function of human annoyance and community reaction rather than health and safety considerations. Noise can also interfere with nonresidential uses such as schools, libraries, churches, and hospitals.

The noise generated from new or expanded transportation facilities may have a negative impact on adjoining land uses. Traffic noise impacts must typically be investigated in areas adjacent to federally-aided highways for proposed construction of a highway on a new location or the reconstruction of an existing highway to either significantly change the horizontal or vertical alignment or increase the number of through-traffic lanes. If impacts are identified, then abatement measures must be considered and feasible and reasonable noise abatement must be incorporated into the project design.

Hazardous Materials
Transportation projects have the potential for encountering contaminated soils or groundwater, leaking underground storage tanks and piping, or other sources of hazardous materials in the planned work areas. These sites may occur throughout the community and sites are often found along major transportation corridors and established commercial/industrial areas.

Important Farmlands
Transportation projects have the potential to require new or expanded rights-of-way and it is possible that some projects outside the urban area may convert areas of important farmland to non-agricultural use.

Wildlife and Habitat
The construction of new or improved transportation facilities could result in the disturbance, displacement, and/or minor loss of habitat for wildlife species. Transportation projects can also disrupt habitat connectivity and result in habitat fragmentation. Habitat fragmentation is mainly the result of different forms of land use change. The construction and use of transport infrastructure is one of the major agents causing this change as well as creating barriers between habitat fragments.

The construction of new or improved transportation facilities could result in the disturbance and/or minor loss of wildlife habitat. Species can also be displaced (through loss of habitat, increased noise, and increased human activity). Loss of habitat connectivity or habitat fragmentation can be indirect effects of transportation projects.

Parks and Recreation Lands
Transportation projects typically affect parks and recreation lands through the direct acquisition of land for new or expanded rights-of-way, temporary occupancy that adversely affects the property, or by indirect effects such as noise, vibration, diminished access, or visual intrusions.

Cultural Resources
Cultural resources are any prehistoric or historic remains of past human activities including artifacts, sites, structures, landscapes or districts, and objects of importance to a culture or community for scientific, traditional, religious, or other reasons. Like parks and recreation lands, transportation projects have the potential to adversely affect cultural resource sites directly through the acquisition of land for new or expanded rights-of-way or indirectly by changing the site's surroundings or diminishing the qualities of the resource itself.

Environmental Justice
For transportation projects, this means that no particular minority or low-income person may be disproportionately isolated, displaced, or

otherwise subjected to adverse effects. Potential impacts are assessed in terms of property acquisitions or relocations, changes in access to employment areas, and other changes in low-income and minority communities/neighborhoods.

Community Impacts
Transportation projects have the potential to result in effects on a community and its quality of life. Topics that fall under the Community Impact heading include: access, mobility, social isolation/splitting of neighborhoods, history of the community, new development impacts, changes in the quality of life, changes in neighborhood identification, changes in property values, separation of the neighborhood from community facilities, displacements, impacts on community centers of activity whether formal or informal, noise, urban renewal, removal of urban blight, joint land use, and disruption of the natural and human environment.

To establish potential impacts, it is necessary to determine the characteristics of the affected area, such as neighborhood boundaries, locations of residences and businesses, demographic information, economic data, the social history of communities, and identify what community based land use plans say about the area. Impacts are best analyzed in conjunction with public involvement activities for the affected neighborhood or community.

Floodplains
Transportation projects occasionally require crossing or working within delineated floodplains. Floodplain involvement (encroachment) typically requires measures to: 1) Avoid significant floodplain encroachment where practicable; 2) Minimize the impact of highway actions that adversely affect the base floodplain; or 3) be compatible with FEMA's National Flood Insurance Program.

Streams, Wetlands, and Aquatic Resources
Transportation projects occasionally require crossing or working within perennial or intermittent streams, wetlands, and other aquatic resources. Unavoidable impacts to streams or wetlands may require a variety of permits or authorizations. Transportation projects involving construction activities that will disturb one or more total acres including clearing, grading, and excavating also require Montana Pollutant Discharge Elimination System "General Permit" from the Montana Department of Environmental Quality.

Appendix G lists possible mitigating measures to help avoid, minimize, or compensate for negative project-related impacts.

Transportation projects along or across the Missouri River could potentially affect water ***quality, riparian areas, fish and wildlife habitat, wetlands, and other environmentally sensitive*** *areas.*

5.10.4. Areas to Consider for Mitigation Activities

Areas where mitigation efforts can be focused in the Great Falls area are discussed below.

Mitigation Areas for Impacts to Streams, Wetlands and Aquatic Habitat

Transportation projects along or across the Missouri and Sun Rivers could potentially affect water quality, riparian areas, fish and wildlife habitat, wetlands, and other environmentally sensitive areas. Additionally, such projects may affect public or neighborhood access to river front areas. Consequently, lands adjoining these river corridors are ideal locations for mitigating such impacts. These lands offer opportunities to: create or enhance wetlands and riparian areas; improve water quality by filtering runoff; reduce erosion of stream banks; protect development from potential flooding; and improve access to and the quality of river-front lands. Some of the same opportunities exist in the Sand Coulee Creek, Watson Coulee, and Gibson Flats areas.

Mitigation for Impacts to Archaeological and Historical Resources

Area museums such as the History Museum, the Lewis & Clark National Historic Trail Interpretive Center, the Charles M. Russell Museum, or the First Peoples Buffalo Jump Interpretive Center are all potential repositories for excavated artifacts or historical items.

Relocation of historic structures are most appropriate if they occur near their original locations. MDT's Adopt-A-Bridge Program provides a mechanism for the preservation and reuse of historic bridges in other locations in the community. Several historic bridges in the Great Falls area have been adopted and used in furthering the development of non-motorized transportation corridors.

Mitigation for Impacts to Parklands

If new lands are purchased, they should be in proximity to the impacted parklands and/or serve a similar function as provided by the impacted parkland. Other mitigation measures should be implemented in the immediate vicinity of the affected parkland and transportation project.

Mitigation for Neighborhood Impacts

Transportation improvement projects, especially capacity expansion projects, can separate neighborhoods, inhibit pedestrian and bicycle travel, and have negative physical impacts on adjoining properties or land uses. Considerations for pedestrian and bicyclist safety at intersections and effective arterial crossings at other key locations can help reduce adverse effects to non-motorized facility users. Incorporating landscaping, streetscape amenities and traffic calming measures into transportation projects may also help alleviate negative impacts on neighborhoods.

The Chicago Milwaukee and St Paul Passenger Depot is a historic landmark in Great Falls and is subject to cultural resources mitigation.

5.11. Transportation Infrastructure Resiliency and Reliability

Transportation infrastructure is confronted with notable vulnerabilities: an aging transportation system; increasing interdependencies between physical and electronic systems controlling the infrastructure; incidents related to the nearby production or transport of potentially hazardous materials; and flooding or wildfire threats caused by extreme weather events. Considered together, these vulnerabilities pose significant challenges for critical transportation infrastructure at the local, statewide, and national levels.

For these reasons, transportation systems must be developed with the concept of resiliency in mind. The concept of "resiliency" as it relates to transportation systems means providing a system that can better withstand and recover rapidly from disruptions like natural disasters, structural failures, or human-caused incidents. A resilient transportation system possesses three main attributes—a design capable of withstanding severe disruptions, adaptiveness so that adequate responses can be made to threats or disruptions, and appropriate response and recovery operations to mitigate the consequences of the disruptions. Resiliency helps ensure transportation infrastructure is reliable, adaptable, and survivable during and after disruptions.

The Great Falls area is not immune from the potential for significant disruptions to its transportation systems. The LRTP should include recommended actions, programs and projects that reflect the concept of resiliency by:

- Strengthening existing transportation facilities by identifying existing vulnerable transportation facilities and systems;
- Prioritizing future investment in critical facilities, corridors, systems, or routes that must remain functional during a crisis or be most rapidly restored;
- Considering infrastructure designs that are sustainable and capable of being operated within changing environmental and operational conditions;
- Strategically expanding the transportation system to create redundancies and make the system more flexible and adaptive;
- Using effective stormwater management systems and techniques to help alleviate vulnerabilities to transportation infrastructure; and
- Merging transportation and land use planning to better plan for development in vulnerable areas of the community.

With these considerations in mind, transportation improvement programs and projects will not only accommodate existing and projected travel within the community, but ensure the transportation system is adaptable enough to function reliably during disruptions due to natural disasters, structural failures, or human-caused incidents.

5.12. Enhancement of Travel and Tourism

Travel and tourism, which includes travel for both business purposes and for leisure, represents a significant share of Montana's economy. The interdependence of transportation and tourism and travel is apparent since those visiting and recreating in Montana arrive via various forms of transportation and rely primarily on the road system to travel to and from cultural, historical, and recreational sites within the state. This interdependence has become more critical with the expansive growth of tourism/recreation across Montana and its associated increasing economic impact in many communities, including Great Falls.

The LRTP recognizes the benefits to the Great Falls area generated through the travel and tourism industry and supports efforts to provide an integrated transportation system. The LRTP supports actions, programs and projects that:

- Contribute to economic development in the community;
- Improve the condition, safety, and efficiency of the transportation system;
- Enhance mobility within the community and intermodal connections;
- Increase wayfinding and traveler information services for area visitors; and
- Facilitate and support the interstate and interregional transportation of passengers for tourism, commercial, and recreational activities.

These measures will help create and sustain an integrated transportation network and contribute to the overall economic vitality of Great Falls.

GREAT FALLS AREA

Long Range Transportation Plan - 2018 Update

CHAPTER 6: IMPLEMENTATION AND CONFORMITY DETERMINATION

6.1. Overview

This part of the LRTP details the long-term vision for the Great Falls Area transportation system as well as strategies for achieving the vision. In addition to establishing the visionary transportation network, this section provides federally required performance measures and targets which help ensure the transportation system is accomplishing the goals and objectives set forth in this LRTP. Implementation of the envisioned transportation system which meets all performance targets requires extensive coordination with various agencies, many years of execution, and a substantial amount of funds. This section also discusses financial strategies for funding the implementation of the visionary transportation network.

6.2. Visionary Transportation Network

The visionary transportation network for Great Falls includes motorized and non-motorized facilities and services. For motorized, the visionary major street network consists of all interstate principal arterial, non-interstate principal arterial, minor arterial, and collector routes. Local streets are not included on the visionary major street network. This network is shown in **Figure 22**. For the visionary non-motorized transportation network, facilities include sidewalks, trails, bicycle lanes, shared roadways, and shared use paths. This network is shown in **Figure 23**.

Establishing a visionary transportation network is essential to ensure coordinated land development and overall community planning is realized. It is important that planners, landowners, developers, and City officials know where the future transportation network needs to be located. An approved visionary major street and active transportation network will assist local decision makers in anticipating right-of-way needs, and developing new facilities and transportation improvements that serve and compliment new development.

The study area was examined to determine the most appropriate long-term vision for the transportation network. For the motorized network, the principal arterials were set in place generally with two-mile spacing. The minor arterials were then generally inserted on a one-mile spacing to fill in between the principals. Some collector routes were also established. It is assumed that other collector routes would be established when the development patterns in an area are defined. For the non-motorized transportation network, facility attributes were defined on the basis of continuity, connecting destinations, topography, and geometric features of adjacent lands and roadways.

All future alignments shown in **Figure 22** and **Figure 23** are conceptual in nature and may vary based on factors such as topography, wetlands, land ownership, and other unforeseen factors. The purpose of these figures is to illustrate the visionary transportation network at full build-out. It is likely that many of the corridors shown will not be developed into roads or paths for many decades to come. On the other hand, if development is proposed in a particular area, the visionary transportation network will ensure that the various facilities will be established in a fashion that produces an efficient and logical future transportation system. Presenting the visionary transportation network herein is an effort to help plan for the future development of the transportation system in the community.

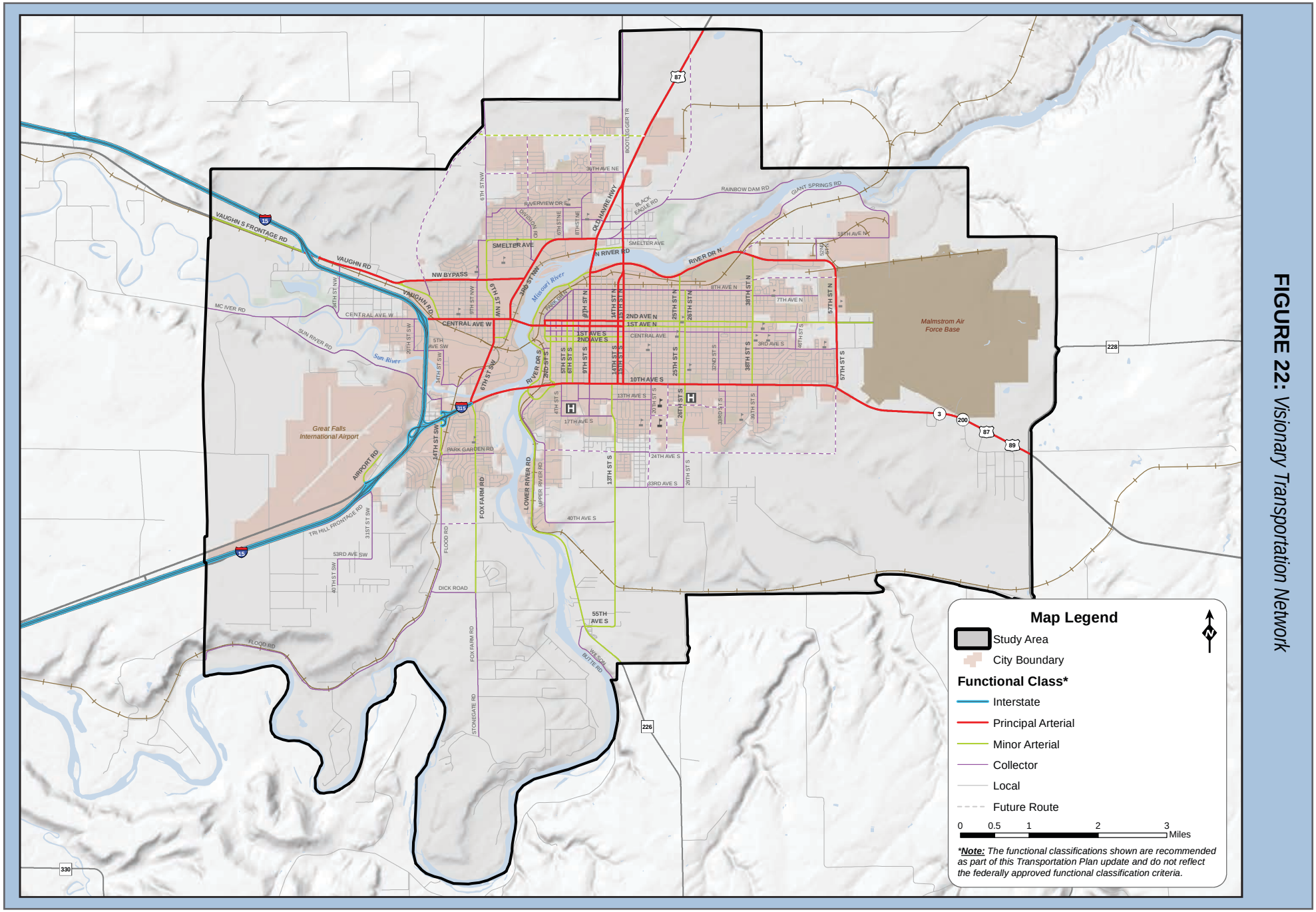
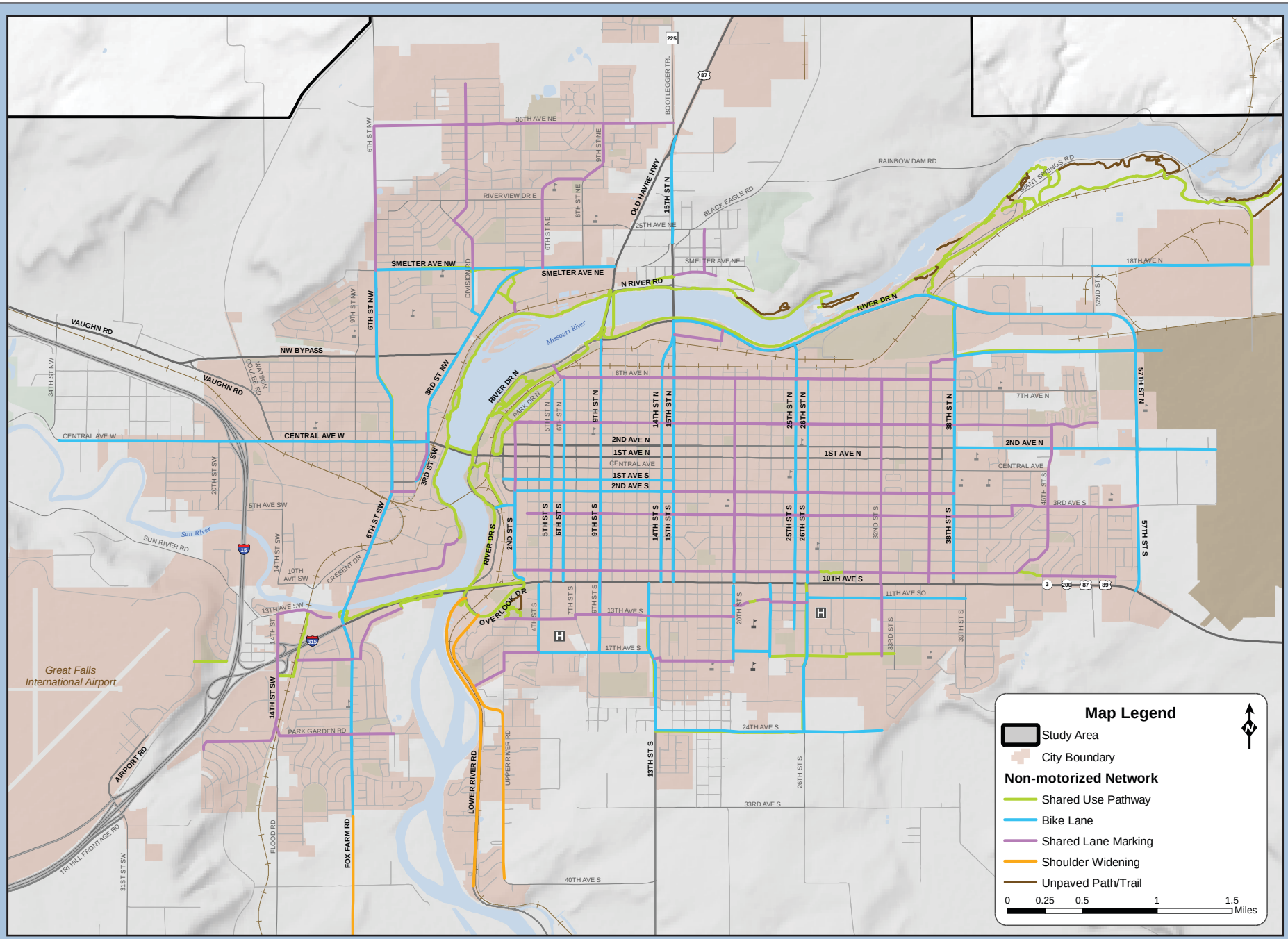


FIGURE 22: *Visionary Transportation Network*

FIGURE 23: Visionary Non-Motorized Transportation Network



6.3. Performance Measures and Targets

Performance measures are essential elements of a performance-based planning process. Performance measures are derived from adopted goals and objectives, and provide metrics that can be used to assess progress toward meeting the identified goals and objectives. How performance is defined and measured can significantly affect the types of projects and strategies that are advanced through the planning process by decision makers.

Performance measures serve a variety of important purposes within performance-based planning and programming processes including:

- Defining metrics for achievement of goals for the transportation system;
- Providing metrics to track the performance and overall effectiveness of transportation projects or strategies over time;
- Helping define performance targets; and
- Providing a consistent basis for comparing alternative investments or policies to make better decisions.

While a performance measure itself provides a metric for comparison, a performance-based planning approach requires the identification of a desired trend (direction of results) or target (specific level of performance to be achieved within a certain timeframe) for each measure to track the performance of projects and strategies and analyze their effectiveness. Performance targets may be directional (e.g., reduce, increase, maintain), aspirational (reflecting a broad objective), or specific numerical targets (e.g., annual reduction in the number of fatalities or incapacitating injuries). Targets must be realistic and achievable.

6.3.1. Policy Overview

The FAST Act includes requirements for performance management to help ensure the most efficient investment of Federal transportation funds. The FAST Act requires that State Departments of Transportation (DOTs), MPOs, and operators of public transportation to link investment priorities to the achievement of performance targets for key areas, including safety, infrastructure condition, congestion, system reliability, emissions, and freight movement.

As part of this required performance-based approach, statewide and metropolitan transportation planning processes must provide for the use of a performance-based approach to decision-making in support of the national goal areas found in 23 United States Code (U.S.C.) 150(b) and the general purposes described in 49 U.S.C. 5301:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the NHS.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national highway freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The FAST Act establishes a strong linkage between performance measures and performance target levels. These measures and targets are connected through transportation plans and programs developed at the statewide level and locally for metropolitan areas. State DOTs and MPOs are responsible for setting performance targets for established national performance measures. In accordance with Federal law, the USDOT is responsible for identifying performance measures related to national highway and transit performance goals that States and MPOs consider when establishing performance targets. With these national goals as a baseline, State DOTs and MPOs may identify additional performance measures and targets that address state or local community visions and goals.

6.3.2. Established Performance Measures and Targets

Federal transportation planning requirements dictate that MPOs describe the performance measures and targets that will be used in their metropolitan area transportation planning processes. Consistent with this requirement, the Great Falls MPO has incorporated the performance measures identified by MDT with respect to pavement and bridge condition, safety performance, system performance and freight movement, congestion mitigation and air quality (CMAQ), and transit asset management into the LRTP.

6.3.2.1. State of Montana Established Performance Targets

The recently enacted Final Rules mandate MDT measure and report performance in the following areas: safety performance, pavement and bridge, system performance/congestion, freight movement, congestion mitigation and air quality (CMAQ), and transit asset management.

Consistent with federal rules, MDT has established all required performance targets for the national performance measures applicable in Montana.

6.3.2.2. Great Falls MPO Established Performance Targets

MPOs must set targets, consistent with the Performance Measures in 23 U.S.C.150 and target setting framework in 23 U.S.C. 490 within 180 days of the date when the State DOT/Transit Agency sets their targets. MPOs have the option to either: 1) set their own targets for each performance measure; or 2) adopt the state targets and agree to plan and program projects so that they contribute to the accomplishment of the relevant state target.

The Great Falls MPO has elected to adopt the state-established performance targets for safety performance, pavement and bridge condition, system performance and freight movement, and CMAQ on-road emissions sources presented in **Table 16**. The MPO will modify the LRTP to include other performance targets for the metropolitan area as they are subsequently established and adopted by MDT.

The Great Falls Transit District has not yet set performance targets for its transit system assets within the metropolitan area. The FAST Act requires MPO Transit Agencies to have transit asset management plans with transit performance targets in place by October 1, 2018. The Great Falls MPO will have 180 days from the time the Transit District sets their targets to adopt transit asset management performance targets.

The City of Great Falls, the State of Montana, and the Great Falls Transit District will all work cooperatively towards meeting or exceeding the adopted targets.

6.3.2.3. Reporting Progress Towards Achieving Performance Targets

The Great Falls MPO will incorporate adopted performance targets into the TIP and discuss how the targets will be advanced and linked to investment priorities. The Great Falls MPO will coordinate with MDT to obtain routinely collected data from the agency about the condition of roadway pavement and bridges, safety performance, and the overall operation of the transportation system within the Great Falls metropolitan area. The information will help the MPO identify and advance projects in the TIP which support adopted performance targets at the statewide and local level.

The MPO will develop system performance reports at required reporting intervals to help assess progress made towards meeting specified system performance targets within the metropolitan area.

Table 16: Great Falls MPO Adopted Performance Measures and Targets

	Performance Measure	Performance Target
Pavement and Bridge Condition	Percentage of pavements on the Interstate System in Good condition.	54% (4-year Target)
	Percentage of pavements on the Interstate System in Poor condition.	3% (4-year Target)
	Percentage of pavements on the NHS (excluding the Interstate System) in Good condition.	44% (2 & 4-year Targets)
	Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition.	6% (2 & 4-year Targets)
	Percentage of NHS bridges classified as in Good condition.	12% (2 & 4-year Targets)
	Percentage of NHS bridges classified as in Poor condition.	9% (2 & 4-year Targets)
Safety Performance	Number of fatalities	187.4*
	Rate of fatalities per vehicle miles traveled (VMT).	1.462*
	Number of serious injuries.	892.8*
	Rate of serious injuries per VMT.	6.968*
	Number of combined non-motorized fatalities and non-motorized serious injuries.	73.2*
System Performance/ Freight Movement	Percent of reliable person-miles traveled on the Interstate.	98% (2 & 4-year Targets)
	Percent of reliable person-miles traveled on the non-Interstate NHS.	80% (2 & 4-year Targets)
	Percentage of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index).	1.30 (2 & 4-year Targets)
CMAQ On-Road Emissions Sources	CO Emissions	>0kg/day (2 & 4-year Targets)
	PM_{10} Emissions	>0kg/day (2 & 4-year Targets)
	$PM_{2.5}$ Emissions	>0kg/day (2 & 4-year Targets)

* Safety performance targets are statewide totals or rates for 2019. Targets are based on a rolling 5-year average and determined annually.

6.4. Funding Mechanisms

Transportation improvements can be implemented using Federal, State, local and private funding sources. Historically, Federal and State funding programs have been used almost exclusively to construct and upgrade the major roads in the Great Falls area. Considering the current funding limits of these traditional programs, and the extensive list of recommended road projects, it is apparent that more funding will be required from local and private sources if all of the transportation network needs are to be met.

Much of the following information in **Table 17** concerning the Federal and State funding programs was assembled with the assistance of the MDT Statewide and Urban Planning Section. The intent was to identify traditional Federal, State and local sources of funds for transportation related projects and programs in the Great Falls area.

Table 17: Potential Funding Sources

Funding Program	Subprograms	Description
FEDERAL FUNDING SOURCES		
National Highway Performance Program	• Interstate Maintenance (IM) • National Highway (NH) • NHPP Bridge (NHPB)	Provides funding for the National Highway System (NHS), including the Interstate System and NHS roads and bridges.
Surface Transportation Block Grant Program (STP)	• Secondary Highway System (STPS) • Urban Highway System (STPU) • Bridge Program (STP) • Urban Pavement Preservation Program (UPP) • Transportation Alternatives	Funds available for projects on state-designated Primary, Secondary, and Urban Highway Systems. Bridge Program funds are primarily used for bridge rehabilitation or reconstruction activities on primary, secondary, urban, or off-system routes.
National Highway Freight Program (NHFP)	N/A	This program was created by the FAST Act to invest in freight projects on the National Highway Freight Network. This program provides funding for construction, operational improvements, freight planning, and performance measures.
Highway Safety Improvement Program (HSIP)	N/A	Funds are apportioned for safety improvement projects included in the State Strategic Highway Safety Plan. Projects must correct or improve a hazardous road location or feature, or address a highway safety problem.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	• CMAQ (formula) • Montana Air & Congestion Initiative (MACI)- Guaranteed Program • Montana Air & Congestion Initiative (MACI)- Discretionary Program	Federal funds available under this program are used to finance transportation projects and programs to help improve air quality and meet the requirements of the Clean Air Act. Montana's air pollution problems are attributed to carbon monoxide (CO) and particulate matter (PM10). At the project level, the use of CMAQ funds is not constrained to a particular system (i.e. Primary, Urban, and NHS).
Federal Lands Access Program (FLAP)	N/A	This program funds improvements to transportation facilities that provide access to, are adjacent to, or are located within Federal lands.

Funding Program	Subprograms	Description
Congressionally Directed Funds	• Nationally Significant Freight and Highway Projects	Congressionally directed funds may be received through either highway program authorization or annual appropriations processes. This is a discretionary freight-focused grant program that allows parties to apply for funding to complete projects that improve safety and improve critical freight movements.
Transit Capital and Operating Assistance Funding	• Bus and Bus Facilities (Section 5339) • Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) • Urbanized Area Formula Grants (Section 5307)	The MDT Transit Section provides federal and state funding to eligible recipients through Federal and state programs. All funded projects must be derived from a locally developed, coordinated public transit-human services transportation plan (a "coordinated plan").
STATE FUNDING SOURCES		
Rail/Loan Funds	• Montana Rail Freight Loan Program (MRFL)	Revolving loan fund administered by MDT to encourage projects for construction, reconstruction, or rehabilitation of railroads and related facilities in the State.
TransADE	N/A	The TransADE grant program offers operating assistance to eligible organizations providing transportation to the elderly and persons with disabilities.
State Funds for Transit Subsidies	N/A	Provides funds to offset expenditures of a municipality or urban transportation district for public transportation. The allocation to operators of transit systems is based on the ratio of its local support for public transportation to the total financial support for all general-purpose transportation systems in the State.
State Fuel Tax	• Bridge and Road Safety and Accountability Act (BaRSAA)	The State of Montana assesses a tax on each gallon of gasoline and clear diesel fuel sold in the state and used for transportation purposes. State law also establishes that each city and county be allocated a percentage of the total tax fund. Funds may be used for National, Primary, Secondary or Urban Highway Systems as well as local roads.
LOCAL FUNDING SOURCES		
Special Improvement District (SID) Revolving Fund	N/A	A SID fund provides financing to satisfy bond payments for SIDs in need of additional funds.
Gas Tax Apportionment	N/A	Revenues are generated through State gasoline taxes apportioned from the State of Montana.
Street Maintenance Assessment	N/A	Street maintenance includes, but is not limited to, the following: sprinkling, graveling, oiling, chip sealing, seal coating, overlaying, treating, general cleaning, sweeping, flushing, snow and ice removal, and leaf and debris removal.
Great Falls Parking Program	N/A	Monthly lease rental payments and meter collections fund this program. Revenues are used to fund parking improvements in the downtown area.

Funding Program	Subprograms	Description
Tax Increment Financing (TIF)	N/A	The funds generated from the TIF could be used to finance projects including street and parking improvements; tree planting; installation of new bike racks; trash containers and benches; and other streetscape beautification projects.
Community Development Block Grant Program (CDBG)	N/A	The funds are provided based on the area's poverty, population, overcrowded housing, growth lag, and age of housing stock factors. Construction of public facilities, including transportation improvements, are eligible activities.
CASCADE COUNTY LOCAL FUNDING SOURCES		
Road Fund	N/A	Provides for the construction, maintenance, and repair of all county roads outside the corporate limits of cities and towns in Cascade County. Monies are primarily used for maintenance with little allocated for new road construction.
Bridge Fund	N/A	Provides financing for engineering services, capital outlays, and necessary maintenance for bridges on all off system and Secondary routes within the county.
Motor Vehicle License Fee	N/A	The fees collected by counties from the licensing of motor vehicles are available for construction, maintenance, and repair of highways and streets within the transportation study area.
Urban Transportation District	N/A	Initiated by a petition. Districts are governed by an elected board, which is responsible for all operations of the district.
County Elderly Activities Tax	N/A	Counties are allowed to levy up to one mill to promote, establish, and maintain recreational, educational, and other activities of the elderly. Funds from this source could be used to match the FTA Section 5310 funds for providing transportation services to the elderly and disabled.
Special Revenue Funds	N/A	Special revenue funds may be used by the county to budget and distribute revenues legally restricted to a specific purpose. Several such funds that benefit the transportation system are discussed briefly in the following paragraphs.
Capital Improvements Fund	N/A	This fund is used to finance major capital improvements to county infrastructure. Revenues are generated by loans from other county funds, and must be repaid within ten years. Major road construction projects are eligible for this type of financing.
Rural Special Improvement District (RSID) Revolving Fund	N/A	This fund is used to administer and distribute monies for specified RSID projects. Revenue for this fund is generated primarily through a mill levy and through motor vehicle taxes and fees. A mill levy is assessed only when delinquent bond payments dictate such an action.

Funding Program	Subprograms	Description
Special Bond Funds	N/A	A fund of this type may be established by the county on an as-needed basis for a particularly expensive project. The voters must approve authorization for a special bond fund. The county is not currently using this mechanism.
Specialized Transportation Fund	N/A	This type of fund may be established to supplement the cost of transit service to disabled or low-income county residents. The county is not currently using this mechanism.
OTHER FUNDING SOURCES		
Private Funding Sources	• Cost Sharing • Transportation Corporations • Road Districts • Private Donations • Private Ownership • Privatization • Tax Increment Financing (TIF) • General Obligation Funds • Multi-Jurisdictional Service District • Local Improvement District	Private financing of roadway improvements, in the form of right-of-way donations and cash contributions, has been successful for many years. In recent years, the private sector has recognized that better access and improved facilities can be profitable due to increase in land values and commercial development possibilities.
Future Potential Funding Sources	▪ Local Sales Tax ▪ Wheel Tax ▪ Local Options Motor Fuel Tax ▪ Excise Taxes ▪ Development Impact Fees ▪ Value Capture Taxes	Various other sources of funding may be available in the future, pending legislation and other political decisions made by governing entities.

6.5. Fiscal Constraint

Current financial information was obtained from the MDT Statewide and Urban Planning Section to get a picture of the projected revenue available for funding transportation projects in the Great Falls area over the next 20 years. This information is summarized in the following sections and in **Appendix H**.

FAST Act requires that the cost of all projects in the LRTP must be estimated using inflated YOE dollars in order to provide a consistent and equivalent comparison of project costs to available revenue. Converting all costs to YOE dollars theoretically presents a more accurate picture of costs when compared to revenues, and identifies potential deficits associated with the LRTP. To provide for such a comparison, the total costs of committed projects, and the total costs of committed + recommended projects, were correlated to anticipated total revenue available through the year 2038. The portrayal of estimated costs against potential revenue throughout the life of the LRTP is a requirement of fiscal constraint. Initial project cost estimates were calculated in 2018 dollars and subsequently inflated to YOE dollars using a three percent annual inflation factor.

Due to funding requirements and jurisdictional boundaries, transportation financing is somewhat compartmentalized. Because of this, it is necessary to evaluate each project, and identify the most likely funding programs to finance each project.

For a “planning level” document such as this LRTP, it is not reasonable to assign priorities to the actual projects being recommended in the Plan. Project prioritization is a function of the transportation planning process, however, and the Transportation Advisory Committee and Policy Coordinating Committee act in that capacity through advancing projects forward into the TIP. The information from the draft 2018-2022 TIP is reflected in the LRTP.

6.5.1. Funding of Facility Recommendations

The recommended improvements are listed in the **Chapter 4**. The projects typically allow maximum flexibility by the local government in implementing the various improvements. Assigning priority for the recommended projects is complicated by the fact that the State, city, and county all maintain jurisdiction over various portions of the street network where projects are proposed. Therefore, each of these entities may have separate priorities for implementing projects under their respective jurisdictions.

Considerations for setting priorities for the recommended projects would include safety, cost of the project, availability of alternate funding, availability of right-of-way, ease of implementation, and community interest. Implementation of the projects, beginning with the projects that have the greatest need and available financing, will continue until all projects are completed.

Recommended projects within the MDT-nominated preservation and HSIP categories do not rise to regional significance and would be exempt from air quality conformity. Individual projects implemented in the TIP selection process will draw from these categories. Funding for these projects have not been allocated to specific projects so the estimates are based upon historical averages.

No aspect of addressing facility improvements will demand more creativity and flexibility than that of project financing. Local governments will be required to be aware of changes in funding sources and of new sources. Local governments should, at all times, be mindful of the following considerations regarding the financing:

- Numerous conventional methods of financing improvements are available to local government (bonds and Special Improvement Districts, for example). Such obvious methods should not be overlooked.
- Financing for special types of projects sometimes are available. Currently, funding is available for certain kinds of safety projects, and projects for bicycle facilities and walking trails.

- Local government should attempt to link private beneficiaries of SR improvements with private sources of financing. Further, in the event that private individuals come forward with funding, local government should be prepared to accept it.

6.5.2. Funding of Non-motorized Projects

There is one specific non-motorized project that is committed, the Park Dr & 4th Ave N pedestrian crossing. Because the LRTP presents a visionary network for the non-motorized transportation system, it is likely that improvements will coincide with roadway projects as they are developed. Accordingly, the network will be built over time. Non-motorized projects are not "recommended projects" in the conventional sense, however should be developed as time and funding allows. Non-motorized network recommendations in this LRTP should be consulted any time a road or intersection project is being programmed. Most, if not all, of the funding sources previously mentioned can be used to contribute to non-motorized improvements, either as part of an overall project or as a stand-alone project.

Historically, by examining the information contained in the TIP it can be seen that approximately $7 Million has been expended on non-motorized projects between 2013 and 2019 – a period of 6 years. This amounts to an annual expenditure of roughly $1.16 Million per year. This expenditure can be thought of as an annual program necessary and dedicated to non-motorized infrastructure.

6.5.3. Funding of Transit Projects

As seen in the recommendations, there are no specific committed improvement projects for the transit system, there are only annual funding allocations that contribute to the acquisition of new vehicles and related equipment over the years. Historically, Great Falls Transit has attempted to replace four older busses on a 4-year cycle. It is envisioned that this would continue over the course of the LRTP planning horizon as funds are available.

6.5.4. Funding Summary

A comparison of the estimated costs for the various transportation categories, and the potential revenue from sources most likely to be used to fund the various projects, confirms that the LRTP is fiscally constrained over the 20-year life of the Plan (see **Table 19**). The revenue available is more than the anticipated costs.

Illustrative projects do not have definite funding sources within the timeframe of the Plan. Therefore, these projects are not included in the summary for the purposes of fiscal constraint. As agencies review needs, identify new funding sources and plan projects, the long-range project list should be used as a guide for new projects.

By viewing the financial summary above and the projects recommendations, it is clear that it will be important to clearly identify the projects that are considered to have the highest priority through the already established TIP and Capital Improvement Program (CIP) processes. The mechanism for doing this is already in place through the TAC and the PCC.

This LRTP is fiscally responsible in that traditional funding programs, targeted to be utilized for the majority of the projects within the Great Falls area, are identified, available and likely to be funded at current or slightly smaller levels than in past years.

Table 18: Comparison of LRTP Estimated Costs and Available Revenue (Planning Year 2038)

Funding Source	2018-2022			2023-2038		
	Anticipated Funding*	Expenditures	Difference	Projected Funding**	Expenditures	Difference
FEDERAL						
National Highway Performance Program	**$16,384,756**	**$16,384,756**	**$0**	**$38,835,795**	**$37,117,000**	**$1,718,795**
Interstate Maintenance (IM) and National Highway (NH)	*$15,342,011*	*$15,342,011*	*$0*	*$35,625,000*	*$35,617,000*	*$8,000*
National Highway Performance Bridge (NHPB)	*$1,042,745*	*$1,042,745*	*$0*	*$3,210,795*	*$1,500,000*	*$1,710,795*
Surface Transportation Program	**$15,936,338**	**$10,137,679**	**$5,798,659**	**$42,534,105**	**$24,600,000**	**$23,732,764**
Surface Transportation Program Urban Highways (STPU)	*$10,523,208*	*$4,724,549*	*$5,798,659*	*$21,456,135*	*$10,723,000*	*$16,531,794*
Urban Pavement Preservation Program (UPP)	*$4,147,829*	*$4,147,829*	*$0*	*$18,077,970*	*$10,877,000*	*$7,200,970*
*Set-aside Program - Transportation Alternatives (TA)***	*$1,265,301*	*$1,265,301*	*$0*	*$3,000,000*	*$3,000,000*	*$0*
Highway Safety Improvement Program (HSIP)	**$3,086,310**	**$3,086,310**	**$0**	**$7,500,000**	**$7,500,000**	**$0**
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	**$17,030,538**	**$4,347,300**	**$12,683,238**	**$41,403,870**	**$13,287,000**	**$29,991,993**
Montana Air and Congestion Initiative (MACI) - Guaranteed Program	*$14,172,238*	*$1,489,000*	*$12,683,238*	*$23,095,755*	*$5,787,000*	*$29,991,993*
*Montana Air and Congestion Initiative (MACI) - Discretionary Program****	*$2,858,300*	*$2,858,300*	*$0*	*$18,308,115*	*$7,500,000*	*$0*
Federal Transit Authority (FTA) Funds	**$14,364,000**	**$14,364,000**	**$0**	**$42,975,000**	**$42,975,000**	**$0**
STATE AND LOCAL						
TransADE	**$198,000**	**$198,000**	**$0**	**$594,000**	**$594,000**	**$0**
Operations and Maintenance	**$10,895,000**	**$10,895,000**	**$0**	**$32,685,000**	**$30,000,000**	**$2,685,000**
State	*$8,260,000*	*$8,260,000*	*$0*	*$24,780,000*	*$22,500,000*	*$2,280,000*
County	*$2,635,000*	*$2,635,000*	*$0*	*$7,905,000*	*$7,500,000*	*$405,000*
State Fuel Tax****	**$5,832,205**	**$0**	**$5,832,205**	**$17,496,615**	**$728,000**	**$22,600,820**
City	*$4,842,940*	*$0*	*$4,842,940*	*$14,528,820*	*$250,000*	*$19,121,760*
County	*$989,265*	*$0*	*$989,265*	*$2,967,795*	*$478,000*	*$3,479,060*
HB473 Gas Tax Funds (BaRSSA)****	**$2,165,835**	**$0**	**$2,165,835**	**$6,497,505**	**$0**	**$8,663,340**
City	*$1,802,055*	*$0*	*$1,802,055*	*$5,406,165*	*$0*	*$7,208,220*
County	*$363,780*	*$0*	*$363,780*	*$1,091,340*	*$0*	*$1,455,120*
Total	**$85,892,982**	**$59,413,045**	**$26,479,937**	**$219,713,775**	**$156,801,000**	**$89,392,712**

** 2018-2022 Expected Funding is per the Great Falls Transportation Improvement Program FY 2018-2022.*

***2023-2038 Projected Funding is estimated based on past funding levels and is the best information available at this time. There is no guarantee that funding will be available in the future.*

****TA funds are allocated through a competitive process. Funding is not guaranteed and is dependent on availability.*

*****Great Falls does not receive an annual allocation of MACI Discretionary funding. Funding is allocated based on need and is not guaranteed.*

6.5.5. Evaluation of Projects and Programs

Actively pursuing the advance acquisition of rights-of-ways needed for future extensions of already existing roadways is essential to the community as development occurs to the outlying areas. The majority of the recommended improvements developed through this LRTP Update will be able to work within the already established right-of-way corridors. If the property necessary for a low priority improvement, however, does become available prior to the time local government has scheduled the improvement, consideration should be given to changing the project's priority and acquiring the right-of-way at today's lower costs.

Obviously, another major difficulty in completing most of the major improvement projects will be that of securing financing. Project funding from the traditional public sources will likely be unavailable for many recommended improvements. However, in analyzing each improvement, it may be determined that a private party would benefit significantly from the project. In such a case, private dollars should be used as a match to secure public funds, or to fund the entire project. Therefore, in considering the prioritization of improvements, it is essential for local government to remain flexible and take advantage of financing opportunities as they arise.

Finally, in undertaking major network improvements, local governments should be aware of opportunities for constructing projects in separate phases. Often, funding is simply not available to address an improvement in its entirety. In such cases, a great deal can be accomplished by tackling separate components of individual improvements over the long term, such division of effort should not include separating bicycle and pedestrian facilities from initial street construction.

6.6. Conformity Determination

On November 15, 1990, the Clean Air Act Amendments (CAAA) of 1990 were signed into law. The CAAA is a detailed and complex law that has had a major impact on the programs of the FHWA and the FTA. The Act requires substantial vehicle emissions reductions from the transportation sector.

The purpose of the conformity provision of the CAAA is to ensure consistency between the Federal transportation planning process and Federal air quality planning process. The regulations require that for an urban area designated as nonattainment of National Ambient Air Quality Standards (NAAQS) for transportation-related criteria pollutants, or which has a maintenance plan for such pollutants, a conformity determination must be conducted to demonstrate that its LRTP, TIP, or any revisions to either will not adversely affect air quality.

On September 9, 1980, the United States EPA designated Great Falls as non-attainment for carbon monoxide (CO). The designation followed sixteen violations of the NAAQS 8-hour CO standard at an air quality monitor on 10th Avenue South. EPA and local officials established the 10th Avenue South corridor as the nonattainment boundary in lieu of the city limits. Motor vehicle emissions, wood smoke, and industrial processes were identified as the primary contributors to the CO violations. Since then many steps have been taken to lessen pollutants in the Great Falls area, an entire history of the steps taken can be found in **Appendix J.**

The following conformity determination was made in accordance with Federal regulations. The determination is for CO and applies to the Great Falls Area LRTP - 2018 Update and the Carbon Monoxide State Implementation Plan (SIP) for the State of Montana. As of the date of this conformity determination, the Great Falls urban area is not designated as a nonattainment or maintenance area for any other air pollutant.

Interagency Consultation

This conformity determination follows the general consultation guidance contained in the State of Montana Air Quality Rules on Conformity (ARM Chapter 17.8 Subchapter 13 Conformity). These rules incorporate by reference Federal regulations contained in 40 CFR Part 93, Subpart A. This consultation generally involved a cooperative and coordinated process including MDT, the Montana Department of Environmental Quality (DEQ) and the Great Falls City-County Planning Board.

The Montana DEQ and MDT coordinate regarding air quality and transportation conformity on behalf of metropolitan planning organizations (MPO) such as the Great Falls City-County Planning Board. Coordination is conducted in accordance with applicable Federal code (40 CFR 93) and state administrative rules (ARM Title 17, Chapter 8, Subchapter 13). Coordination typically takes the form of consultation through letter correspondence between the state agencies.

Air quality planning is an integral part of the Great Falls transportation planning process. As such, air quality has received specific attention during development of the numerous plans, programs and projects of the process. Unified Planning Work Programs have included specific annual work activities dealing with addressing the initial CO problem on 10th Avenue South and the preparation of revisions to the SIP. Any additional activities required to address past CO problems on 10th Avenue South will be completed under *Work Element 100: Transportation Program Administration & Participation*[25]. Additionally, *Work Element 302: Transportation Plans, Analyses, Assessments & Consistency Determinations* presents procedures to assure consistency/conformity between air quality and transportation planning plans and programs, as well as other environmental issues such as noise, water quality, air, and aesthetics.

Public Involvement

The Great Falls MPO conducts an ongoing public and stakeholder engagement process for all transportation planning activities, including development and approval of the transportation plan, TIP, and conformity determination. This process is conducted in accordance with the *Great Falls Planning Public Participation Plan*, which was last updated in December 2011. The *Public Participation Plan* is subject to periodic FHWA and FTA review and concurrence for consistency with Federal planning regulations. Such concurrence was most recently provided through TIP approval on September 1, 2017 by the TAC and PCC and September 12, 2017 by MDT. The *Great Falls Area LRTP – 2018 Update* provides a discussion on the outreach process conducted during plan development.

Latest Planning Assumptions and Emissions Model

The October 6, 1995 EPA policy memorandum for limited maintenance plans in non-classifiable CO nonattainment areas included a discussion of the applicability of the conformity rule requirements in these areas. The following section addresses the applicable requirements. According to this policy, a limited maintenance plan attainment area is not required to project emissions over the maintenance period because the air quality design value for the area is low enough that the stationary source permitting program, existing SIP controls, and Federal control measures provide adequate assurance of maintenance of the CO standard over the initial 10-year maintenance period.

In the October 6, 1995 policy memorandum, the EPA states: “The maintenance demonstration requirement is considered to be satisfied for non-classifiable areas if the monitoring data show that the area is meeting the air quality criteria for limited maintenance areas (7.65 ppm or 85% of the CO NAAQS).” According to EPA’s July 8, 2002 Direct Final Rule, the CO design value for the Great Falls area was 4.5 ppm, which was below the limited maintenance requirement of 7.65 ppm. More recent data show lower levels of CO. The 2011 Carbon Monoxide Limited Maintenance Plan (LMP) Submittal states: “The current CO monitoring site in Great Falls, Overlook Park (#30-013-0001), has operated in the city park at the corner of 10th Avenue South and 2nd Street since mid-2001. Based on the data from 2008 and 2009, the latest design value is 1.6 ppm, which is well below the 8-hour NAAQS of 9 ppm and the CO LMP eligibility threshold of 7.65 ppm.”

EPA considers the maintenance demonstration requirement to be satisfied for areas that qualify for and use the LMP option. Based on its evaluation of the 2011 LMP Submittal and its subsequent approval in May 1, 2015, EPA concluded that because CO design values in the Great Falls area are consistently well below the LMP threshold, the State has adequately demonstrated the Great Falls area will maintain the NAAQS for CO into the future. By approving the alternative CO monitoring strategy for the Great Falls CO maintenance area, EPA recognizes the strategy is adequate to verify continued attainment of the NAAQS for CO in Great Falls.

Given this information, the Great Falls area adequately demonstrates maintenance.

Regional Emissions Analysis

As previously noted, the alternative CO monitoring method includes an annual review of traffic volumes using data from MDT permanent traffic counters in Great Falls by the Montana DEQ to demonstrate ongoing compliance with the NAAQS for CO. Thresholds are defined based on the percent increase in consecutive, rolling 3-year AADT volumes and correlated to presumed changes in ambient CO concentrations.

40 CFR 93.109(e) indicates an area is not required to satisfy the regional emissions analysis for Sections 93.118 or 93.119 for a given pollutant and NAAQS, if the area has an adequate or approved LMP for such pollutant and NAAQS. The LMP must demonstrate that it would be unreasonable to expect that such an area would experience enough motor vehicle emissions growth for a NAAQS violation to occur. Consistent with the EPA's October 6, 1995 policy memorandum for LMPs and 40 CFR 93.109(e), the EPA's May 1, 2015 approval of the revised Great Falls Maintenance Plan affirms that no regional emissions analyses for future transportation CO conformity determinations are required for the CO LMP period.

For these reasons, no regional emissions analysis under Sections 93.118 or 93.119 of the conformity rule is required for plan conformity.

Timely Implementation of SIP Transportation Control Measures

Transportation Control Measures (TCM) are actions that are sometime included in a SIP to help reduce on-road mobile source emissions. TCMs are designed to reduce emissions from motor vehicles by reducing vehicle use, changing traffic flow, or changing congestion conditions. The currently-approved SIP for the Great Falls CO LMP area does not include any TCMs. Therefore, the TCM timely implementation requirement is not applicable to this conformity determination.

Fiscal Constraint

Metropolitan transportation plans are required to meet Federal fiscal constraint requirements as detailed in 23 CFR 450.324(f)(11). For nonattainment and maintenance areas such as Great Falls, this fiscal constraint requirement must be met before a conformity determination is approved. The *Great Falls Area LRTP – 2018 Update* documents that planned expenditures are consistent with existing and proposed funding sources that can reasonably be expected to be available for transportation uses. As such, the transportation plan meets the fiscal constraint requirement.

Project Level Conformity

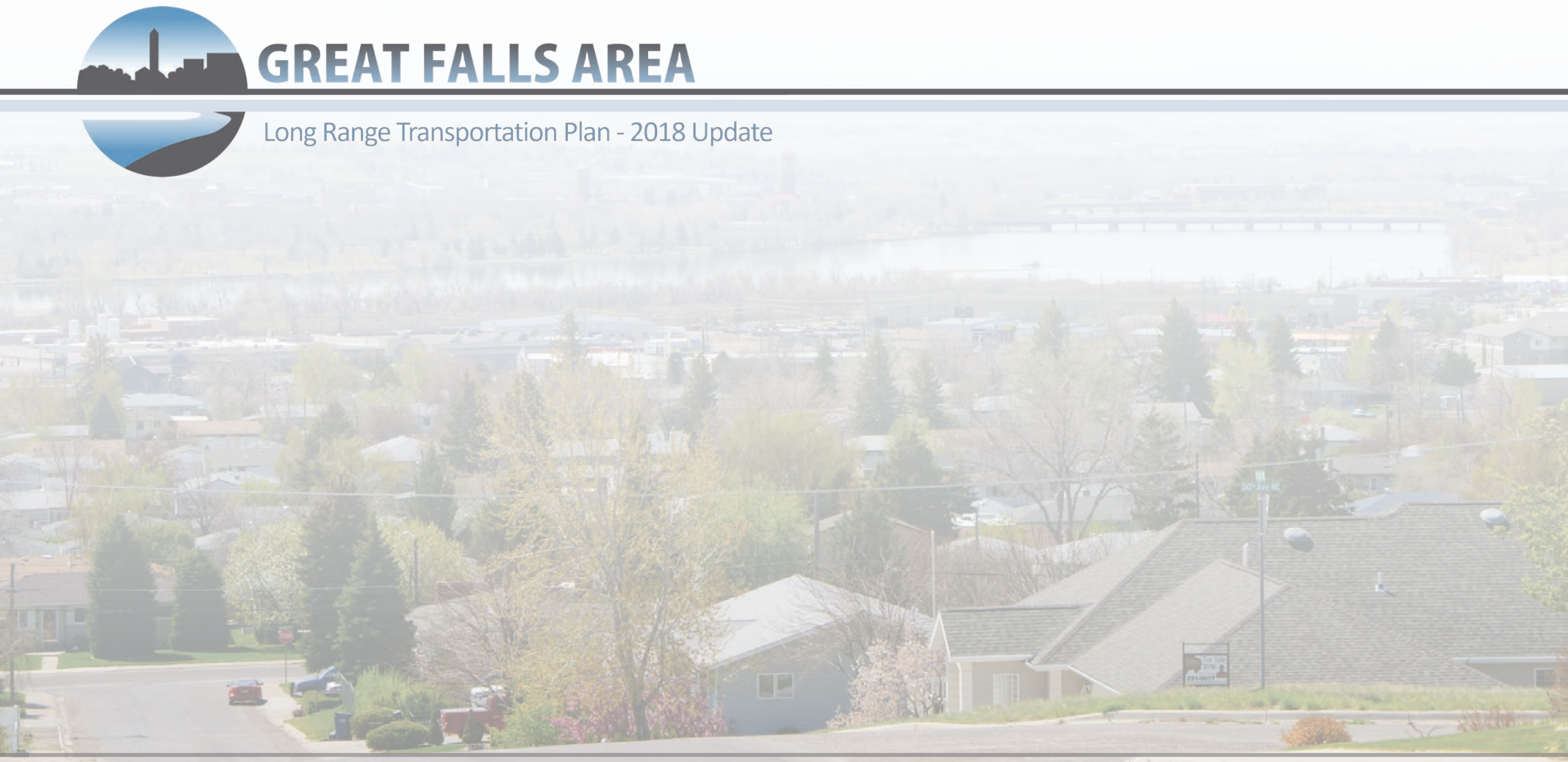
Finally, transportation projects in Great Falls LMP area are still required to be evaluated under the applicable criteria for carbon monoxide (CO) hot-spot analyses to satisfy the "project level" conformity determination provisions of 40 CFR 93.116 and 40 CFR 93.123; such analyses must also be based on the latest planning assumptions and models available (40 CFR 93.110 and 40 CFR 93.111, respectively). The EPA provides guidance regarding such CO hot-spot evaluations at: https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses#coguidance.

Conclusion

It is the conclusion of this determination that in addition to the satisfaction of the aforementioned conditions and requirements, the *Great Falls Area Long Range Transportation Plan – 2018 Update* is found to be in conformance with the applicable provisions of section 176(c) of the Clean Air Act, 40 CFR 93 Subpart A, and the revised Great Falls CO Maintenance Plan element of the SIP for the State of Montana.

GREAT FALLS AREA

Long Range Transportation Plan - 2018 Update



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GREAT FALLS AREA

Long Range Transportation Plan - 2018 Update

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Item: Agreement between City of Great Falls and City of Great Falls Public Employees Crafts Council.

From: Gaye McInerney, Human Resources Director

Initiated By: Gaye McInerney, Human Resources Director

Presented By: Gaye McInerney, Human Resources Director

Action Requested: Approve City of Great Falls Public Employees Crafts Council Labor Agreement.

Suggested Motion:

1. Commissioner moves:

> "I move the City Commission (approve/deny) the labor agreement between the City of Great Falls and City of Great Falls Public Employees Crafts Council."

2. Mayor requests a second to the motion, public comment, Commission discussion, and calls for the vote.

Staff Recommendation:

Staff recommends the City Commission approve the labor agreement between the City of Great Falls and City of Great Falls Public Employees Crafts Council. The Crafts Council consists of 116 employees across six City departments Administration, Library, Park and Recreation, Planning and Community Development, Police, and Public Works.

Summary:

Members of the negotiating team worked to update basic contractual language in order to make the Agreement more clear, more understandable, and consistent.

Changes from the previous Agreement include; but are not limited to:

Article 3 - Definitions: Removed the definition of "seasonal position" as the City does not use this classification. Employees are classified as "temporary employees." The "lead worker" definition was clarified. Added definitions for "Work Schedule" and Work Week."

Article 9.4 - Hours of Work and Overtime: Holidays, but not sick or vacation days, shall be counted as days worked in computing the initial forty (40) hours for overtime purposes.

Article 15.2.5 - Sick Leave: Parental leave was removed as it is provided for under the Family Medical Leave Act (FMLA).

Article 15.6 - Sick Leave: "Leave of Absence" section was removed as it is covered under Article 24 - Leave of Absence.

Article 15.7 - Sick Leave: Clarified death benefits are provided for under the Public Employment Retirement System (PERS).

Article 19 - Health Benefits: Health premium charges after 7/1/18, will be shared at a provider standard rate with the City paying 90 percent and the employee paying 10 percent of the health premium. In addition, the 7/1/18 health premium rates were updated.

Article 27: Updated wording in the clause from Affirmative Action to Non-Discrimination Policy.

Schedule C: Incorporated seven of twelve Letters of Understanding (LOUs) into the labor agreement.

Background:

The previous labor agreement period was for a two-year period, expiring June 30, 2018. The term of the proposed Agreement is for a one-year period beginning July 1, 2018, through June 30, 2019.

Negotiating Teams met on three separate occasions over a period of four weeks. Team members were:

Representing the City:
Gaye McInerney, Human Resources, Director
Sara Sexe, City Attorney
Melissa Kinzler, Finance Director
Jim Rearden, Public Works Director
Steve Herrig, Park and Recreation Director
Craig Raymond, Planning and Community Development Director
Ross Bartell, Sanitation Manager
Kenny Jorgensen, Streets Manager
Mike Judge, Utilities Manager
Wayne Lovelis, Water Plant Manager
Doug Alm, Fleet Manager

Public Employees Crafts Council:
Jim Stone, Business Representative, Teamsters Local #2
Brian Boland, Field Representative, LiUNA, Local 1686 (Laborers)
Troy Buhl, Business Representative, IAMAW District W24, Local 88 (Machinists)
Steve Gross, Business Representative, I.U.O.E., Local 400 (Operators)
John Johnson, Business Representative, I.U.O.E., Local 400 (Operators)
Alan Thomas, Maintenance Worker II, Sanitation
Dave O'Neill, Maintenance Worker I, Utilities
Pat Habel, Customer Service Representative, Utilities
Charlie Marsik, Water Plant Operator II
Cody Lattin, Maintenance Worker, Streets

Tony Osterman, Master Mechanic, Fleet
Mike Lovec, Water Plant Operator II

Fiscal Impact:

The financial impact of a 4.5% increase to wages (3% COLA and 1.5% market adjustment) for a one-year contract is approximately $347,950. The departmental breakdown is:

Administration: $1,914
Library: $3,323
P&CD: $7,275
Park & Rec: $106,626
Police: $1,937
Public Works: $226,875

Alternatives:

The Commission may choose not to ratify the labor agreement, in which case the City and the Public Employees Crafts Council would reconvene and continue the collective bargaining process.

Concurrences:

The Public Employees Crafts Council members ratified the agreement in late July 2018.

ATTACHMENTS:

- Labor Agreement
- Wage Increase History

A G R E E M E N T

BETWEEN

CITY OF GREAT FALLS

AND

CITY OF GREAT FALLS
PUBLIC EMPLOYEES CRAFTS COUNCIL

July 1, 2018 - June 30, 2019

TABLE OF CONTENTS

TABLE OF CONTENTS
(Continued)

TABLE OF CONTENTS
(Continued)

AGREEMENT

THIS AGREEMENT, made and entered into at Great Falls as of the _____ day of _____, 2018, by and between the CITY OF GREAT FALLS, MONTANA, hereinafter referred to as the "CITY", and the CITY OF GREAT FALLS PUBLIC EMPLOYEES CRAFTS COUNCIL, consisting of Construction and General Laborers #1686, Operating Engineers #400, International Association of Machinists Local #88, Teamsters Local #2, and PNWRC of Carpenters, hereinafter referred to as the "UNION", have mutually agreed as follows:

PREAMBLE

The City and Unions have entered into a partnership to find ways to maintain cost effective and quality services to better serve the citizens of Great Falls.

ARTICLE 1

RECOGNITION AND PURPOSE:

1.1 The CITY recognizes the respective UNIONS signatory hereto as the exclusive representative of all of its employees who are subject to the terms of this Agreement, for the purpose of collective bargaining in respect to rates of pay, wages, hours of employment, working conditions and all other conditions of employment. The present recognized jurisdiction of the Craft Unions within the Craft Council shall be maintained during the term of this Agreement.

1.2 Employees will be assigned work consistent with the jurisdiction of the Craft Unions of which the employees are members except for extreme variations in work projects coupled with seasonal and weather factors, employees may be given temporary assignments across jurisdictional lines for a maximum of ten (10) consecutive working days without

notice to Union. For temporary transfers to exceed ten (10) working days, in order to complete essential projects, cover employee accommodations for medical needs, vacation coverage, the Unions involved must be notified and concurrence obtained.

1.3 Temporary transfers across jurisdictional lines will not be used abusively, and in no event will it be used in an effort to reduce or eliminate the representation of UNIONS in those organizational units in which the UNIONS have current jurisdictions. Barring changes in technology, every effort will be made to maintain the ratio of UNION representation consistent with past manning requirements.

1.4 Rates of pay for temporary assignments shall be as outlined in ARTICLE 17.

1.5 When an employee is transferred to another craft for temporary work, the CITY shall maintain paying his/her pension contribution rate to the pension fund from the craft in which employee was originally employed.

1.6 The City agrees to notify employees by posting any policy changes that may affect them in their department.

ARTICLE 2

SUCCESSORS:

In order to effectuate the purpose of this Agreement, the parties agree that this Agreement shall be binding upon their successors or assigns.

ARTICLE 3

DEFINITIONS:

A. "Employee" and "employees" shall mean employees of the CITY who are members covered by this Agreement, but excluding supervisory employees and management employees as defined by Montana Law.

B. "Regular employee" means an employee who is designated by the City as a

regular, non-temporary employee, who has satisfied any applicable probation period(s) and who has attained or is eligible to attain regular status.

C. "Temporary employee" means an employee who is designated as temporary by the City for a definite period of time but not to exceed twelve (12) months; is not eligible for regular status; is terminated at the end of the employment period; and is not eligible to become a regular employee without a competitive selection process. Temporary employees will not be used to eliminate a regular full-time position or delay filling a full-time vacated position.

D. "Part-time employee" means an employee who normally works less than forty (40) hours a week.

E. "Full-time employee" means an employee who normally works forty (40) hours a week.

F. “Lead worker” means a person assigned a temporary supervisory function who is responsible for carrying out the instruction set by their immediate supervisor only during those times where a supervisor is absent. A lead worker has no hiring, firing or disciplinary authority.

G. Base Pay defined as: Employee's hourly pay rate in that category to which an employee is ordinarily assigned exclusive of longevity or any other special allowances.

H. Work Schedule means five (5) days, Monday through Friday, except for special work schedules, as set forth in 9.1.

I. Work Week means Sunday 12:00 a.m. through Saturday 11:59 p.m.

ARTICLE 4

UNION SECURITY:

4.1 Employees who are members of the UNION on the date this Agreement is executed shall,

as a condition of continuing employment, maintain their membership in the UNION. All future employees performing work within the jurisdiction of the UNION involved shall, as a condition of continuing employment become members of such UNION within thirty (30) days of the date of their employment and the UNION agrees that such employees shall have thirty-one (31) days within which to pay UNION'S initiation fees and dues. If the employees fail to pay initiation fees or dues within thirty-one (31) days or fail to effectuate the provisions of Mont. Code Ann. §39-31-204, the UNION may request in writing that the employees be discharged. The CITY agrees to discharge said employees upon written request from the UNION involved. CITY agrees not to discriminate against any employee for membership in the UNION or for lawful UNION activities, provided such activities do not interfere with the efficient operation of the various departments of the CITY. Employees qualifying under MCA 39-31-204 shall pay an agency fee, equivalent to the regular initiation fee and UNION dues as provided for in the Local UNION, for the purpose of administering the Agreement. The City Human Resources Director or the Department Head involved will instruct all new employees to report to the respective UNION involved for a referral slip prior to starting work. The CITY shall have complete freedom of selectivity.

4.2 The CITY agrees to deduct the UNION monthly dues and initiation fee from each employee's wages upon written authorization of the employee, and shall, at the City's discretion, either be monthly or each pay period and the total of such deductions made payable to the UNION.

4.3 It is understood the UNION shall have the right to use Business Agents, Shop Committees or Stewards to adjust grievances as they arise. The CITY agrees that local

Business Agents for the UNION shall be given access by the CITY to members of the UNION at the places of business of the CITY during hours of operation, for the purpose of ascertaining whether the terms of this Agreement are being observed if the agent does not disrupt the normal CITY operations, to be approved by division manager.

4.4 UNION Stewards will not be discriminated against because of lawful UNION activity.

4.5 The UNION will notify the CITY in writing what representative (Business Agent, Shop Committee or Stewards) it will use in matters relating to grievances, interpretation of the Agreement or in any other matters which affect or may affect the relationship between the CITY and UNION. The UNION will provide the CITY with the names of new UNION officers, terms of office and contact information within thirty (30) days after elections.

4.6 The UNION agrees to indemnify, defend and to hold the CITY harmless against any and all claims, demands, suits, costs or fees, which may be sought or incurred by the CITY as a result of any action taken by the CITY under the provisions of ARTICLE 4.

4.7 In consideration of the "save harmless" clause above, the CITY agrees that the UNION shall maintain the exclusive right to defend, settle, mitigate damages, litigate and/or take whatever action is necessary or it deems proper with respect to a person who sues the CITY for action taken by the CITY under ARTICLE 4.1. If the CITY unilaterally determines that it desires attorneys to represent it in defense of such actions, it shall do so at its own cost and not at the cost of the UNION. It is further agreed the CITY shall promptly notify the UNION of any such action when and if filed and the UNION shall, at its own option, defend such actions and/or settle under the circumstances above described.

ARTICLE 5

STRIKES AND LOCKOUTS:

5.1 The parties hereto pledge their efforts to reach agreement on any difficulties that arise during the life of this Agreement.

5.2 It is mutually agreed that there will be no strikes, lockouts or cessation of work by either party on account of labor difficulties during the life of this Agreement.

5.3 It is agreed that the above provision shall not apply in the event no collective bargaining settlement is reached at the termination date of this Agreement.

5.4 It shall not be a violation of this Agreement for UNION members to refuse to cross a legal picket line.

5.5 The UNION and the CITY agree that "strikes" or "lockouts" will not prevent the UNION and the CITY from providing emergency operation of the water, waste water and sanitation systems that are essential to the health, welfare, and safety of the public.

5.6 The UNION may "strike" the CITY on any issue that the CITY does not agree to settle by binding arbitration, and/or the CITY may "lockout" the UNION on any issue that the UNION does not agree to settle by binding arbitration.

ARTICLE 6

MANAGEMENT RIGHTS:

Under Mont. Code Ann. §39-31-303, the CITY shall have the right to operate and manage its affairs in such areas as but not limited to:

a. direct employees;

b. hire, promote, transfer, assign and retain employees;

c. relieve employees from duties because of the lack of work or funds or under conditions where continuation of such work is inefficient and

nonproductive;

d. maintain the efficiency of CITY operations;

e. determine the methods, means, job classifications, and personnel by which the CITY operations are to be conducted;

f. take whatever actions may be necessary to carry out the missions of the CITY in situations of emergency;

g. establish the methods and processes by which work is performed including the utilization of advancements of technology.

h. The UNION recognizes that the CITY has statutory rights in contracting for matters relating to municipal operations.

The foregoing enumeration of CITY management's rights shall not be deemed to exclude other functions not specifically set forth. The CITY, therefore, retains all rights not otherwise specifically covered by this Agreement.

Within ten (10) days of the City's receiving notice of a potential violation by an employee, the City will provide that employee with notice of the investigation.

ARTICLE 7

EMPLOYEE RIGHTS/GRIEVANCE:

7.1 Grievances which may arise, including the interpretation of this Agreement, shall be settled in the following manner:

Step 1. The employee and or Union Steward will discuss the grievance with the employee's immediate Supervisor in an attempt to resolve the grievance within fifteen (15) working days (Monday-Friday, except City holidays) of the knowledge and/or occurrence of the grievance. The Supervisor shall have five (5) working days (Monday-Friday, except City holidays) to

respond to the employee and/or Steward.

Step 2. If the employee is not satisfied with the response from the Supervisor, the employee and/or Steward shall contact the Union, and the Union shall, within ten (10) working days (Monday-Friday, except City holidays) of the response of the Supervisor in Step 1, reduce the grievance to writing and submit the grievance to the Division Supervisor. The Division Supervisor and the UNION Representative shall meet within ten (10) working days (Monday-Friday, except City holidays) to discuss the grievance and attempt to resolve the grievance. The Division Supervisor shall have five (5) working days (Monday-Friday, except City holidays) from the date of the meeting to respond to the Union with his/her decision in writing.

Step 3. If the UNION is not satisfied with the response from the Division Supervisor, the UNION may within ten (10) working days (Monday-Friday, except City holidays) submit the grievance, in writing, to the Department Head. The Department Head shall respond back to the UNION within five (5) working days (Monday-Friday, except City holidays), in writing, with the City's decision.

Grievances regarding termination of employment shall be submitted by the UNION, in writing, to the Department Head at Step 3.

Step 4. If the UNION is not satisfied with the response from the Department Head, the UNION may within ten (10) working days (Monday-Friday, except City holidays) submit the grievance in writing to the City Manager or his designee. The City Manager or his designee shall respond in writing

back to the Union within ten (10) working days (Monday-Friday, except City holidays) with the City's decision.

Step 5. If the grievance is not settled in Step 4, the Union and the Employer shall, within five (5) working days (Monday-Friday, except City holidays), convene, at a mutually agreed date, time and place, a joint committee of two (2) representatives of the Union and two (2) representatives from the City to hear the grievance. The committee shall render a decision within five (5) working days (Monday-Friday, except City holidays) from the date of the hearing.

Step 6. If the grievance is not settled in Step 5, either party may within ten (10) working days (Monday-Friday, except City holidays) submit the written grievance to Alternative Dispute Resolution (Third Party Resolution) to the Montana Board of Personnel Appeals.

A. The recommended decision in Alternative Dispute Resolution on any grievance involving a monetary issue, including those related to hours and working conditions, which could have an apparent economic effect or impact of less than eight hundred dollars ($800.00), shall be final and binding on all parties.

B. The recommended decision in an Alternative Dispute Resolution on any grievance involving a monetary issue exceeding eight hundred dollars ($800.00) shall not be final and binding and may be rejected by either party. If the recommended decision is acceptable to all parties, the grievance shall be deemed settled.

C. If the City and the Union cannot agree whether a grievance has an

economic effect or impact of less than eight hundred dollars ($800.00), the party hearing the case in Alternative Dispute Resolution shall make the decision regarding the value of the economic effect or impact and regarding the grievance, and it shall be final and binding on all parties.

D. City shall present claims or grievances, in writing, to the Union.

E. Alternative Dispute Resolution Authority: in any case where Alternative Dispute Resolution is utilized, the person hearing the grievance shall have no right to amend, modify, nullify, ignore, add to or subtract from, the terms and conditions of this Agreement, unless the terms and conditions are found to be contrary to applicable law. The person hearing the grievance shall consider and decide only the specific issue(s) submitted in writing by the City and the Union, and shall have no authority to make a decision on any other issue not so submitted. The person hearing the grievance shall be without power to make decisions contrary to, or inconsistent with, or modify or vary in any way the application of rules, laws, regulations having the force and effect of law. The expenses of Alternative Dispute Resolution shall be borne equally by the parties,; however, each party shall be responsible for compensating its own representatives and witnesses. If either party desires a verbatim record of the proceedings, it may cause such a record to be made, at its own cost. If both parties desire a verbatim record of the proceedings,

the cost shall be shared equally.

Step 7. If the grievance is not settled in Step 6, either party may seek further judicial determination.

7.2 WAIVER: If a grievance is not presented within the time limits set forth above, it shall be considered "waived". If a grievance is not appealed to the next step in the specific time limit, or any agreed extension thereof, it shall be considered settled on the basis of the CITY'S or UNION'S last answer. If the CITY or UNION does not answer a grievance or an appeal thereof within the specified time limits, the UNION or CITY may elect to treat the grievance as denied at that step and immediately appeal the grievance to the next step. The time limit in each step may be extended by mutual agreement of the City and the UNION.

7.3 NON-PROBATIONARY EMPLOYEE RECORDS:

The Human Resources Department shall maintain the official personnel files of each employee. Supervisors or management representatives will keep no other official personnel record. This provision shall not restrict said supervisors or management representatives from keeping administrative records with regard to employee action or transaction.

Employees shall have the right to review all materials within their official personnel files upon request during regular business hours in the presence of a management representative. The employee may authorize a union representative to review their record upon submission of a written authorization to a management representative and in the presence of a management representative. The City shall be given a reasonable time

period to furnish copies of said record if requested.

Any material that is placed in an employee's official personnel file shall be supplied to the employee and he or she shall be given the opportunity to respond in writing. The employee must sign the document as acknowledgment of receipt, not necessarily as agreement to the contents thereof. If the employee refuses to sign, such will be noted on the form. A written notice to the employee stating the specific acts or omissions prompting the discipline and the remedy thereto shall document all disciplinary actions.

Unless required by federal or state regulations, i.e. retention periods for positive drug or alcohol tests, the City agrees to void or remove warning letters from an employee's official personnel file if there have been no repeated offenses or other formal disciplinary problems within a one (1) year period from the date of the original disciplinary action, upon the written request from the employee.

ARTICLE 8

WAGES AND PAY PERIODS:

Attached hereto and made a part hereof as Schedule A is a list of the agreed wage schedule, classifications/job title and rates of jobs of employees covered by and for the duration of this Agreement. Exclusive of unforeseen emergencies, all employees covered by this Agreement shall be paid at least two times each month. The City will attempt to assist employees in meeting economic hardships that may occur during the transition. The CITY will make every effort to have paychecks by 4:00 p.m. on pay day. For those

employees working special shifts an attempt will be made to have checks on the evening before payday.

ARTICLE 9

HOURS OF WORK AND OVERTIME:

9.1 Subject to the special work schedules set forth herein the normal work week shall consist of five (5) days, Monday through Friday, of eight (8) continuous hours each, except for a normal lunch period. It is understood and agreed that certain job classifications require special work schedules. In those cases, the supervisor shall designate the work schedule to equitably allow for overtime work opportunities, and employees so affected who must work Saturday or Sunday will be given two other consecutive days off in lieu of Saturday or Sunday. It is further understood and agreed that in those divisions wherein twenty-four (24) hour work schedules or less are maintained, the supervisor shall establish a shift rotation schedule so that each employee may be rotated on an equal basis with the other employees of the division and craft between the various shifts. This also applies to the rotation of days off where seven (7) day coverage is required. Nothing herein contained shall be interpreted to eliminate overtime pay for work in excess of eight (8) hours in one (1) day or forty (40) hours in one (1) week. The City and Union agree employees shall not normally be required to work over twelve (12) continuous hours, however, if an employee is required to work sixteen (16) or more continuous hours, said employee shall receive an additional four (4) hours paid time off not to be deducted from vacation or sick leave.

9.2 By mutual agreement between the City and the Union, the City may establish alternate work week.

9.3 One and one-half times (1½) the regular straight time rate will be paid for all hours worked in excess of eight (8) hours in one day or forty (40) hours in one week. In no case shall overtime pay be paid twice for the same hours worked.

9.4 CITY agrees that each regular full-time employee will be given the opportunity of working at least forty (40) hours in each work week except those in which any of the holidays provided for herein occur; during work weeks in which any said holidays fall upon any work day, CITY agrees that each regular full-time employee will be given the opportunity of working thirty-two (32) hours in each work week specified herein. Holidays, but not sick or vacation days, shall be counted as days worked in computing the initial forty (40) hours for overtime purposes. Nothing in this section shall be interpreted as a limitation on the right of the CITY to lay off employees as otherwise provided in this Agreement.

9.5 Standby Time. An employee "on standby" on a holiday or regular day off shall be entitled to be paid for four (4) hours standby time at his regular hourly rate for every twenty-four (24) hours he is on standby and four (4) hours for every fifteen (15) hours on standby during the regular work week, provided however, that if such employee is called to work during such period, he shall be paid a minimum of two (2) hours "call back" time plus the "standby time pay".

9.6 Employees who are scheduled to report for a shift change with less than eight (8) hours between shifts shall be paid time and one-half (1½) for four (4) hours of the second shift.

9.7 The City of Great Falls may allow a regularly scheduled forty (40) hour work schedule consisting of four (4) consecutive ten (10) hour days and a normal lunch period of one-

half (1/2) hour at mid-shift, which is unpaid. In such instance, overtime will be paid after ten (10) hours per day and after forty (40) straight time hours per work week. The ten hour shifts will be scheduled by mutual agreement between the City Department Head or Division Supervisor and the Union representatives of the affected employees, subject to operational needs. A two week notice will be provided prior to moving to the four (4) ten (10) schedule.

Holiday, sick, and vacation pay shall be (10) hours when working ten (10) hour shifts under this schedule.

9.8 The following applies to Street Division employees:

9.8.1 The winter season overtime list would remain due to the mixed number of Craft employees on different shifts. This overtime list would not be by Craft but by division. This list would become effective when the 24-hour shift work begins in late fall and go out of effect when the 24-hour shift work ends in early spring.

9.8.2 The overtime list for the summer season would be established by rotating individuals in their respective Craft. In essence, there would be a separate overtime list for each Craft. These overtime lists would be in effect when the 24-hour shift work ended in the spring and continue until the 24-hour shift work started again in late fall. If an overtime position cannot be filled within a Craft, a crossover may be required.

9.8.3 Temporary employees will not be placed on the summer season overtime list but may be utilized for overtime if a regular employee is not available.

9.9 The following applies to Park & Recreation and Operators employees in non-emergency situations only:

9.9.1. Overtime for special events or projects other than normal work will be assigned by continual rotation seniority within the division. The most senior employee will be offered overtime first until the schedule is complete. The next time overtime will be assigned by seniority with the continual rotation. Employees working or voluntarily passing an overtime shift will be placed on the bottom of the list, thus, allowing an equal opportunity for those less senior employees wishing to work overtime.

9.9.2. Employees on leave for sick, vacation, military or other than active status, will not be eligible for overtime.

9.9.3. When an employee is working an assigned project or task, which requires overtime to complete, the same employee will be allowed the overtime necessary to complete the work regardless of their seniority standing in the division or on the rotation schedule.

9.9.4. If a project, job, or equipment requires special skills to perform or operate, only employees possessing the required skills will be offered the overtime, based on seniority.

9.9.5. Those employees wishing not to work extra overtime will be allowed that option as long as other personnel within the division are available. In emergency situations, all employees may be required to work overtime regardless of seniority standing.

ARTICLE 10

CALL BACK:

10.1 An employee called in for work at a time other than his (her) normal scheduled shift (off duty), will be compensated for a minimum of two (2) hours overtime up to 10:00 p.m. and after 6:00 a.m., and four (4) hours minimum at all other times, including holidays, paid at one and one half (1½) times the employee's regular pay rate. An employee called back to repair broken water and sewer mains, unplug sewer mains, or clear ice from water plant intake will be given a minimum of four (4) hours call back time regardless of time of day. An extension or earlier report to a regularly scheduled shift on duty does not qualify the employee for the two (2) hour minimum; however, the employee must be notified by 10:00 p.m. in order to qualify for an early report.

10.2 The CITY may assign such employee to any work which he (she) normally performs during the call back period.

10.3 Water Plant employees called in for work at a time other than his/her normal scheduled shift will be compensated two (2) hours at time and one-half (1½) pay, in addition to their regular hours worked, unless the employee receives notice of the change at least eight (8) hours in advance. With at least eight (8) hours notice, employees do not receive additional compensation and are paid their regular rate for time worked. Employees will receive at least fourteen (14) days advance notice prior to a change in his/her normal work schedule.

10.4 Bargaining unit members who are required to make calls outside regular working hours to cover any call out to work, or troubleshoot a problem on the phone, shall be paid a

minimum of one-half (½) hour at one and one-half times their regular rate of pay, regardless of the number of calls it takes to resolve the problem. If actual time worked exceeds one-half (½) hour, the employee will be paid for the actual time worked at one and one-half times their regular rate of pay.

ARTICLE 11

SENIORITY:

11.1 Seniority means the rights secured by regular full-time employees by length of continuous service with the City. Seniority rights shall apply to scheduling of vacations, and layoffs, that is, the last employee hired shall be the first laid off. Seniority shall not be effective until a six (6) month probationary period has been completed, after which time seniority shall date back to the date of hire. Recall rights are not earned until after twelve (12) months continuous service.

11.2 Seniority shall be determined first by craft and division, second by craft and third by other crafts covered by this Agreement.

11.3 Seniority shall be broken by (a) resignation; (b) retirement; (c) discharge; (d) failure to report after layoff within fourteen (14) calendar days to the craft and division where an employee's seniority was gained, following written notification to employee and UNION to return to work sent by the CITY by mail to the employee's last known address; (e) absence from CITY employment for layoff for twelve (12) or more months; or (f) absence from CITY employment due to an on-the-job injury for twelve (12) months.

11.4 No new regular employees shall be hired in a craft or division until all laid off employees who retain seniority are recalled by seniority as explained in 11.2 above as long as the employee in question is qualified to perform the duties of the open job.

11.5 The City shall post any Crafts Council position opening that may arise in all departments for five (5) full working days (Monday-Friday, except City holidays), and send bargaining unit position announcements to the Unions if Human Resources receives written notice of where to send them and to whom.

ARTICLE 12

PROBATIONARY PERIODS:

12.1 All newly hired or rehired employees will serve satisfactorily a six (6) month probationary period upon initial placement in a position.

12.2 All employees will serve a six (6) month probationary period in any dissimilar job in which the employee has not served a probationary period.

12.3 When an employee's performance is considered marginal or unsatisfactory by the City, an additional reasonable probationary period may be required upon approval of both CITY & UNION.

12.4 At any time during the probationary period, a newly hired or rehired (after twelve (12) months absence) employee may be terminated at the sole discretion of the CITY.

12.5 If an employee is determined to be unqualified during a probationary period following a promotion or reassignment, said employee shall revert to his previous position or one of comparable pay and responsibility.

ARTICLE 13

HOLIDAYS:

13.1 Full-time employees shall be paid for eight (8) hours, or ten (10) hours if scheduled to work a ten (10) hour shift, at the regular hourly rate for the following holidays:

a. New Year's Day, January 1;

b. Martin Luther King Jr. Day, 3rd Monday in January;

c. President's Day, 3rd Monday in February;

d. Memorial Day, last Monday in May;

e. Independence Day, July 4;

f. Labor Day, first Monday in September;

g. Veterans' Day, November 11;

h. Thanksgiving, fourth Thursday and Friday in November;

i. Christmas Day, December 25;

j. Every day in which a general election is held throughout the State (General Election Day).

Designated holidays falling on an employee's regular days off: employee shall either be entitled to receive a day off with pay on the day preceding the holiday or on another day following the holiday in the same pay period. Employees required to work on these days will be paid at one and one-half (1½) times the regular hourly rate plus holiday pay.

13.2 To be eligible for holiday pay, an employee must be in a pay status either the last regularly scheduled working day before or the last regularly scheduled day after a holiday is observed. An employee shall not be eligible to receive holiday benefits if the employee begins work the day after a holiday is observed or is terminated the day before a holiday is observed.

ARTICLE 14

VACATION (ANNUAL LEAVE):

14.1 Vacation shall be earned and accumulated as provided in the Montana Codes Annotated.

14.2 Vacation time earned but not used at the time of termination shall be paid the employee at his base pay. Vacation time shall be granted at the time requested subject to the operational needs of the department. Vacations shall be bulletined and the most senior

employee shall have the first choice as to his vacation time; also he shall be given a choice of a split vacation if he so desires.

14.3 Vacations shall be bulletined so that vacations start on January 1 and end on December 31 of each year. If an employee desires to take his vacation other than the period requested he must contact his immediate supervisor and arrange for same. All vacations are to be based on each employee's anniversary day of hire.

14.4 All vacations will be bulletined between January 1 and through the third Friday in March. All approved vacation shall be posted by April 1. Any protest over vacation dates must be submitted, in writing, to the division head before May 1 or no adjustments will be made.

14.5 In the case of vacation schedules, seniority shall govern by division with the most senior employee given first choice of when he shall take his vacation, which shall not exceed two vacation periods. Selection of vacation schedules will proceed for remaining employees, based upon seniority. The definition of vacation period is any time within a Division's work week.

On employees' second choice of vacation schedules, the same selection process as with the first choices applies. Seniority shall apply on the vacation selections for first and second choices.

14.6 Any employee who desires three (3) days or less of accrued vacation may be allowed the requested time off if the employee has accrued sufficient vacation leave, gives twenty-four (24) hours notice to his/her supervisor, and the vacation does not interfere with the operational needs of the department.

ARTICLE 15

SICK LEAVE:

15.1 Sick leave shall be earned and accumulated as provided in the Montana Codes Annotated.

15.2 Employee may take sick leave for the following reasons:

1. Personal illness;
2. Doctor and Dentist appointments. Employees are to give twenty-four (24) hour prior notice of doctor and dentist appointments, except in cases of emergencies or unforeseen circumstances;
3. When urgently needed to care for an immediate family member, or any other member of an employee's household, this leave may not exceed more than three (3) days at any one time, unless the leave qualifies under FMLA. "Immediate family" shall mean: employee's spouse, children, mother, father, sisters, brothers, grandparents or grandchildren, corresponding in-laws, and other member residing in an employee's household; and
4. When there is a death in the immediate family, up to five (5) days sick leave may be granted, unless the leave qualifies under FMLA.

15.3 A medical provider's report may be required for any paid sick leave in excess of one (1) working day except in the case of sick leave abusers where a medical provider's report may be required for any sick leave. Abuse of sick leave shall be subject to disciplinary action.

15.4 Employees are required to follow the following two steps in order to be eligible for payment of sick leave pay:

1. Report the reason for absence at least 30 minutes prior to shift to his (her) division head or immediate supervisor.

2. If the absence is for more than one (1) day in length, the employee must keep his (her) division head informed of his (her) condition.

15.5 Worker's compensation benefits which are received by an employee during sick leave shall be deducted from compensation due the employee and shall be credited to the employee's sick leave.

15.6 SICK LEAVE DONATIONS. Sick leave utilized must not exceed the amount accrued by the employee. If an employee is ill and has exhausted his/her sick leave credits, and needs more time away from work, he/she may utilize his/her accrued annual leave. If an employee is ill and has exhausted all his/her sick leave and vacation leave credits, and requires more time away from work, members of the CRAFTS UNIONS may donate one (1) day of sick leave to an employee on an individual basis. Requests for donations must be approved by management and requested through Human Resources. The maximum amount an employee can receive or donate is fifteen (15) days in a calendar year.

15.7 Death Benefits. All personnel shall receive Public Employees' Retirement System death benefits.

15.8 Sick leave pay to the extent it has been earned, may be integrated by employee request, with payments under any state workers compensation program, so as not to permit the employee to receive more than the equivalent of forty (40) hours' gross pay at the employee's regular straight time hourly rate of pay for any time in which employee is off of work. All usual deductions will be taken from the applicable sick leave pay.

ARTICLE 16

LIGHT DUTY/TEMPORARY ALTERNATIVE DUTY ASSIGNMENT:

16.1 Employees receiving workers' compensation wage loss benefits that have been released to light duty/temporary alternative duty assignment must inform their immediate supervisor or division head by 5:00 PM on the next work day after being released that he/she is able to report to work for light duty. Failing to notify the immediate supervisor or division head may subject the employee to suspension of workers' compensation wage loss benefits under the workers' compensation laws of Montana, and the employee may be subject to disciplinary action.

16.2 The light duty/temporary alternative duty assignment shall be in accordance with the restrictions set forth by the treating medical provider. The employee will be required to perform work throughout the City for which the employee may be capable and qualified. At the discretion of the CITY, the injured employee may be required to submit to a medical examination at any time by a medical provider selected by the CITY at the CITY'S expense.

ARTICLE 17

TEMPORARY ASSIGNMENTS:

Employees temporarily assigned to a higher rated position shall receive the higher rated pay for all actual hours worked at the higher rated position.

ARTICLE 18

REST BREAK:

18.1 All employees shall be given one (1) paid, fifteen (15) minute rest period during each four (4) hours of work, which will be taken by mutual agreement between the employee and the immediate supervisor in each department.

18.2 Sanitation & Street Divisions may combine the two break periods in order to take one thirty (30) minutes break.

ARTICLE 19

HEALTH BENEFITS:

19.1 The CITY agrees to provide non-occupational health insurance or risk-pooled indemnity coverage for each insurable regular employee and insurable dependents thereof immediately following the period of exclusion provided by the terms of the master policy.

19.2 A CITY health insurance contribution in the amount listed below will be added to the employee's gross pay. This portion of the employee's gross pay is hereinafter referred to as the "Contribution." As part of this collective bargaining agreement, employees are required to participate in the CITY's health insurance plan on either a pre-tax or post-tax basis. If an employee elects to participate on a pre-tax basis, the employee shall authorize a payroll deduction from the employee's gross pay equal to the CITY's contribution. This deduction from the employee's gross pay will be paid into a fund maintained to provide health benefits for eligible employees.

19.3 If an employee elects to participate on a post-tax basis, the Contribution shall be taxable income to the employee and the employee shall authorize the payment of the

Contribution value, after its deemed receipt, toward the employee's health insurance.

19.4 It is hereby acknowledged that both employee and employer retirement contributions will be required on this additional gross income, causing a decrease to the net income of the employee. It is also the intent of the employees and the City that the Contribution be excluded from the determination of the employee's "regular rate" of compensation as that phrase is defined under 29 U.S.C. § 207(e)(4). In the event that any subsequent law, court, arbitrator, or other lawful authority determines that the inclusion of the CITY's health insurance contribution in the employee's gross pay should be included in overtime compensation calculations, then the parties agree that there will be a corresponding adjustment to the affected hourly rate, pay or benefit to carry out the intent of this provision. The intent of such adjustment will be to result in the least net financial effect on both the employee and the CITY.

19.5 CITY contribution amount included in base wages for retirement enhancement purposes shall be capped at the current contribution rate of $783/month (Column A below).

19.6 Any additional premium charges after 7/1/18 and all increases in premiums through June 30, 2019 will be shared at a provider standard rate with the CITY paying 90% (ninety percent) of the premium and the employee paying 10% (ten percent) of the premium.

	7/1/18		
	A	B	C
Coverage	City Contribution added to base	Additional City Contribution not in base	Employee Contribution
Employee	$783	$0	$49.64
Employee & Child(ren)	$783	$321.52	$122.73
Employee & Spouse	$783	$470.70	$139.30
Family	$783	$953.41	$192.94

a. The CITY reserves the right to add to, delete from, or modify the current benefit plan with no obligation to negotiate, and retains the right to delete or modify any or all of the added benefits with no obligation to negotiate.

b. The CITY shall be at liberty to make an independent selection of the insurance or indemnity carrier, including the option of partially or fully self-funding with no obligation to negotiate.

ARTICLE 20

SAFETY AND WELFARE:

20.1 The health and safety of employees shall be reasonably protected while in the service of the CITY. The CITY shall carry Industrial Accident Insurance or risk pooled indemnity coverage on employees.

20.2 The CITY recognizes its commitment to the safety, welfare, and health of all employees and citizens. To accomplish this, the CITY shall comply with all current occupational safety, health and environmental laws mandated by Federal, State and local jurisdictions. The CITY agrees to establish a Safety Program following the guidelines of the Montana Safety Culture Act.

20.3 The City Commission, City Manager, department heads and supervisors are charged with the responsibility to actively support and enforce the safety and loss control policy of the CITY. In addition, they are to implement and enforce all safety management directives, standards, reporting requirements and procedures recommended by the CITY's Safety Committee. All employees are responsible for carrying out all safety procedures, practicing safe work habits in performance of duties, and reporting all unsafe conditions, actions, or procedures to their immediate supervisor for the purpose of preventing accidental loss to any person or property. The CITY agrees to hold monthly, or at a

minimum, quarterly safety meetings for each division upon request.

20.4 The CITY will agree to pay for required DOT physicals by a medical provider of the CITY'S choosing. Employees must notify their supervisor to schedule physicals.

ARTICLE 21

SEVERANCE PAY:

Any regular employee who has completed his probationary period and who shall be terminated by the CITY, except for just and sufficient cause for firing, shall be given fourteen (14) calendar days written notice of said termination or in lieu of said written notice, ten (10) working days computed at the employee's normal base pay rate. Employees resigning or voluntarily terminating employment with the CITY will give a minimum of fourteen (14) calendar days written notice; if they fail to do so, they will be considered terminated not in good standing and will not be eligible for rehire.

ARTICLE 22

POSTING OF STATE LAW:

All State Laws referred to in this Agreement will be made available at the Human Resources Department in the Civic Center.

ARTICLE 23

JURY DUTY:

An employee who is under proper summons as a juror shall collect all fees and allowances payable as a result of the service and forward the fees to the CITY. Juror fees shall

be applied against the wages due to the employee from the CITY. An employee may elect to charge the juror time off as annual leave and not remit the juror fees to the CITY. The CITY may request the Court to excuse an employee summoned for jury duty if needed for proper operations of the CITY. An employee dismissed before two (2:00) p.m. will be required to report back to work if not on annual leave.

ARTICLE 24

LEAVE OF ABSENCE:

It is understood and agreed by the parties hereto that the CITY may grant leave of absence to employees of up to one (1) year, provided, however, that such employee shall not accrue any benefits, including but not limited to, sick leave and vacation leave. Existing seniority rights however shall be frozen during the terms of such absence. Said leave is to be granted under the terms and conditions set by the City Manager. A copy of said terms and conditions shall be on file in the Human Resources Department.

ARTICLE 25

MEAL:

25.1 In the event an employee is required to work more than two (2) hours overtime following a regular shift and for each additional five (5) hours of overtime he shall be provided or reimbursed $12.00 for a meal by the CITY and be given a reasonable amount of time to eat the meal.

25.2 Employees called out after regular working hours or on scheduled days off will be provided with meals as follows: first meal after two (2) hours overtime, another meal

after each additional five (5) hours of work.

25.3 Employees who are called out on weekends or on scheduled days off and are not given a minimum of one (1) hour to report shall be allowed meals as scheduled above. Employee will not be paid for time utilized to eat over one-half (½) hour.

25.4 For health purposes, all employees shall be provided clean up facilities prior to meals.

25.5 When applicable, Street & Sanitation Divisions employees will eat meals after the end of the work shift. An additional one-half (1/2) hour will be paid with the meal allowance in accordance with the contract. Meals in this case may be taken at the employee's leisure.

ARTICLE 26

LONGEVITY:

26.1 For purposes of longevity only, time shall be computed and start July 1, 1970, and the following schedule of benefits shall be paid to employees who accrue seniority in the time elements stipulated.

26.2 Longevity Plan: Subsequent to the completion of ten (10) full years of employment, employees who otherwise qualify will receive supplemental longevity pay as provided in the following schedule:

YEARS OF TENURE	LONGEVITY PAY ALLOWANCE
After 10.0 years through the end of the 15th year	$20.00 per month
After 15.0 years through the end of the 20th year	$40.00 per month
After 20.0 years through the end of the 25th year	$60.00 per month
After 25.0 years through the end of the 30th year	$80.00 per month
After 30.0 years or more years	$100.00 per month

26.3 Longevity pay will be paid to the eligible employees in a lump sum amount once each

year in December for any longevity pay earned as of the previous June 30th. Upon request, longevity pay will be paid separately to the employee, subject to all usual withholding and deductions.

ARTICLE 27

NON-DISCRIMINATION POLICY:

The UNION and the CITY agree to cooperate in Non-Discrimination Program to ensure that no individuals shall be discriminated against with respect to compensation, hours or conditions of employment because of age, race, religion, sex, national origin, marital status, public assistance status, or any other status protected by state or federal law. The CITY shall not discriminate against any employee for his/her political beliefs or their involvement in political actions.

ARTICLE 28

WAIVER AND AMENDMENT CLAUSE:

No past practices, policies, or rules or prior agreements shall alter the intent or the meaning of the specific articles of this Agreement. During the term of this Agreement and any extensions hereof, no collective bargaining shall be had upon any matter covered by this Agreement or upon any matter which has been raised and disposed of during the course of the collective bargaining which resulted in the consummation of this Agreement.

This clause shall not be construed to limit, impair or act as a waiver of the CITY'S or UNION'S right to bargain collectively on changes which may modify the basic terms and conditions herein set forth.

ARTICLE 29

SAVINGS CLAUSE:

In the event any Federal or State law or final decision of court of competent jurisdiction ruling conflicts with any provision of the Agreement, the provision or provisions so affected shall no longer be operative or binding upon the parties, but the remaining portion of the Agreement shall continue in full force and effect. The CITY and the UNION agree to meet as soon as possible for the purpose of negotiation on the provision or provisions so affected.

ARTICLE 30

DURATION:

This Agreement shall continue in full force and effect until June 30, 2018. Thereafter, the Agreement shall be considered automatically renewed for successive periods of twelve (12) months unless at least sixty (60) days prior to June 30, 2019 or sixty (60) days prior to the end of any twelve (12) months effective period either party shall serve written notice upon the other that it desires cancellation, revision or modification of any provision or provisions of this Agreement. In this event, the parties shall attempt to reach an agreement with respect to the proposed change or changes, and at least forty-five (45) days prior to the expiration date of the Agreement, meetings to consider such changes be held by the parties.

ARTICLE 31

JOB RECLASSIFICATION:

The Unions have the right to individually, by Craft, fill out the appropriate forms supplied by the City of Great Falls to request a review of their respective craft's classifications,

on a position by position basis. Blanket or all inclusive positions will not be accepted or considered.

The Unions have the right to present any/all information during such process and will be afforded the opportunity to respond to any questions, as deemed necessary. The participating Craft will be notified, in writing, of the City's decision and rationale.

ARTICLE 32

EVENTS MAINTENANCE WORKERS:

32.1 A regular work day for the regular, full-time Maintenance Worker I position in the Events division of Administration may consist of ten (10) hours. In such instance, overtime will be paid after ten (10) hours per day or after forty (40) straight time hours per work week. The regular work week will consist of forty (40) hours.

32.2 The shift schedule will be posted at least five (5) days prior to the end of the month for the work in the following month.

ARTICLE 33

COMMITTEES:

33.1 An employee representative from the Crafts Council will be invited to attend the Health Insurance Committee meetings as a non-voting member. The Crafts Council will notify the City of its official Health Insurance Committee representative.

33.2 For the purpose of compiling wage and benefit information to assess the City's market position in relation to agreed upon comparators. The Committee will consist of no more than one employee representative from each of the Unions and their respective business manager.

ARTICLE 34

TEMPORARY GOLF LABORERS:

34.1 Temporary Golf Laborer rate of pay will be listed in Schedule A.

34.2 Returning Temporary Golf Laborers will be offered the opportunity to apply for other openings in the Parks & Recreation Department if deemed to be qualified.

ARTICLE 35

COMPENSATORY TIME:

Golf Superintendents will be allowed to accrue up to 240 hours of compensatory time. For every hour worked in excess of 40 in a work week, an hour and a half (1½) of compensatory time will be accrued. Compensatory time must be used prior to the beginning of the next golf season unless there is separation of employment prior to the beginning of the golf season, at which time, any unused compensatory time will be cashed out.

Crafts Schedule A as of 7/1/18

Union	Job Title	New Hire Step 1	6 months Step 2	12 months Step 3	Employees Grandfathered
CARPENTERS	Carpenter	$20.3778	$21.4519	$22.5259	
LABORERS	Arborist	$16.3799	$17.2568	$18.1338	
Pension $2.00 plus	Arborist, Senior	$17.1223	$18.0406	$18.9587	
$1.24 to Pension	Customer Service Rep.	$17.8116	$18.7681	$19.7246	
Rehab Effective	Facility Foreman	$20.7751	$21.8382	$22.9013	
9/1/17 per LOU #4	Facility Worker	$16.6446	$17.5362	$18.4278	
	Forestry Foreman	$20.7751	$21.8382	$22.9013	
	Golf Superintendent	$20.7751	$21.8382	$22.9013	
	Irrigation Specialist	$17.1223	$18.0406	$18.9587	
	Maintenance Worker I (L)	$16.3799	$17.2568	$18.1338	
	Meter Mechanic	$17.1228	$18.0410	$18.9591	
	Meter Reader	$16.3799	$17.2568	$18.1338	
No increase to	Park Maintenance Mechanic	$17.1223	$18.0406	$18.9587	
pension other than	Parks Foreman	$20.7751	$21.8382	$22.9013	
rehab	Parks/Golf Maintenance Worker I	$16.3799	$17.2568	$18.1338	
	Parks/Golf Maintenance Worker II	$17.1223	$18.0406	$18.9587	
	Pool Specialist	$17.8116	$18.7681	$19.7246	
	Inventory Control Specialist (L)	$17.1228	$18.0410	$18.9591	
	Traffic Specialist (L)	$16.9881	$17.8988	$18.8094	
	Utility Foreman I	$19.9046	$20.9193	$21.9339	
	Utility Foreman II	$20.7751	$21.8382	$22.9013	
	Utility Maintenance Work I (L)	$16.3799	$17.2568	$18.1338	
	Utility Maintenance Work II (L)/Pipelayer	$17.8116	$18.7681	$19.7246	
	Trails Coordinator	$20.7751	$21.8382	$22.9013	
	Temporary Irrigator			$12.9910	
	Temporary Laborer			$15.9649	
Machinists	Master Mechanic	$18.6273	$19.6315	$20.6356	
Pension total	Vehicle Services Mechanic (M)	$17.6928	$18.6450	$19.5972	
$3.00/hr effective	Plant Maintenance Mechanic	$17.6928	$18.6450	$19.5972	
7/1/18	Plant Maintenance Mechanic Foreman	$20.9869	$22.0641	$23.1413	
	Vehicle Maintenance Foreman	$20.9869	$22.0641	$23.1413	
Machinists deferred .30 to increase pension 7/1/18 - pension contribution in lieu of wages					
Operators	Custodian I	$14.4550	$15.2294	$16.0037	$ 17.8690
Pension total	Custodian II	$14.6982	$15.4860	$16.2738	$ 18.2817
$3.35/hr effective	Custodian, Senior	$15.2230	$16.0400	$16.8570	$ 18.7227
7/1/18	Civil Engineering Technician	$18.7527	$19.7658	$20.7789	
	Environmental Compliance Technician	$18.7527	$19.7658	$20.7789	
	Foreman I	$19.7977	$20.8108	$21.8239	
	Foreman II	$20.6683	$21.7298	$22.7913	
Operators	Maintenance Worker II (O)	$17.3227	$18.2564	$19.1901	
deferred .25 to	Vehicle Services Mechanic (O)	$17.3613	$18.2971	$19.2329	
increase pension	Vehicle Services Foreman	$19.7977	$20.8108	$21.8239	
7/1/18 - pension	Traffic Specialist (O)	$16.8812	$17.7904	$18.6994	
contribution in lieu	Water Plant Operator I	$17.4709	$18.4129	$19.3547	
of wages	Water Plant Operator II	$18.2826	$19.2697	$20.2567	
	Master Mechanic	$18.3086	$19.2970	$20.2855	
	Quality Control Technician/Foreman II	$20.6683	$21.7298	$22.7913	
	Stormwater Environmental Compliance Technicia	$18.7527	$19.7658	$20.7789	
Teamsters	Vehicle Services Technician	$16.9046	$17.7957	$18.6867	
Pension total	Maintenance Work I - Street	$16.8528	$17.7408	$18.6290	
$3.00/hr effective	Maintenance Worker II - Sanitation	$16.9686	$17.8631	$18.7576	
7/1/17	Inventory Control Specialist (T)	$17.2121	$18.1201	$19.0282	
Teamsters	Utility Maintenance Worker I (T)	$16.8528	$17.7408	$18.6290	
deferred $.15 to	Utility Maintenance Worker II (T)	$18.0548	$19.0097	$19.9646	
increase pension	Vehicle Services Attendant	$13.3964	$14.0925	$14.7886	$ 16.6962
7/1/17 - pension	Foreman I - Sanitation	$20.1477	$21.1607	$22.1738	
contribution in lieu	Foreman II - Sanitation	$21.0183	$22.0798	$23.1413	
of wages	Equipment Maintenance Technician	$16.6230	$17.4984	$18.3737	

Crafts Schedule A as of 9/1/18

Union	Job Title	New Hire Step 1	6 months Step 2	12 months Step 3	Employees Grandfathered
CARPENTERS	Carpenter	$20.3778	$21.4519	$22.5259	
LABORERS	Arborist	$16.0499	$16.9268	$17.8038	
Pension $2.00 plus	Arborist, Senior	$16.7923	$17.7106	$18.6287	
$1.57 to Pension	Customer Service Rep.	$17.4816	$18.4381	$19.3946	
Rehab Effective	Facility Foreman	$20.4451	$21.5082	$22.5713	
9/1/18 per LOU #10	Facility Worker	$16.3146	$17.2062	$18.0978	
	Forestry Foreman	$20.4451	$21.5082	$22.5713	
	Golf Superintendent	$20.4451	$21.5082	$22.5713	
	Irrigation Specialist	$16.7923	$17.7106	$18.6287	
	Maintenance Worker I (L)	$16.0499	$16.9268	$17.8038	
	Meter Mechanic	$16.7928	$17.7110	$18.6291	
	Meter Reader	$16.0499	$16.9268	$17.8038	
No increase to	Park Maintenance Mechanic	$16.7923	$17.7106	$18.6287	
pension other than	Parks Foreman	$20.4451	$21.5082	$22.5713	
rehab	Parks/Golf Maintenance Worker I	$16.0499	$16.9268	$17.8038	
	Parks/Golf Maintenance Worker II	$16.7923	$17.7106	$18.6287	
	Pool Specialist	$17.4816	$18.4381	$19.3946	
	Inventory Control Specialist (L)	$16.7928	$17.7110	$18.6291	
	Traffic Specialist (L)	$16.6581	$17.5688	$18.4794	
	Utility Foreman I	$19.5746	$20.5893	$21.6039	
	Utility Foreman II	$20.4451	$21.5082	$22.5713	
	Utility Maintenance Work I (L)	$16.0499	$16.9268	$17.8038	
	Utility Maintenance Work II (L)/Pipelayer	$17.4816	$18.4381	$19.3946	
	Trails Coordinator	$20.4451	$21.5082	$22.5713	
	Temporary Irrigator			$12.9910	
	Temporary Laborer			$15.9649	
Machinists	Master Mechanic	$18.6273	$19.6315	$20.6356	
Pension total	Vehicle Services Mechanic (M)	$17.6928	$18.6450	$19.5972	
$3.00/hr effective	Plant Maintenance Mechanic	$17.6928	$18.6450	$19.5972	
7/1/18	Plant Maintenance Mechanic Foreman	$20.9869	$22.0641	$23.1413	
	Vehicle Maintenance Foreman	$20.9869	$22.0641	$23.1413	
Machinists deferred .30 to increase pension 7/1/18 - pension contribution in lieu of wages					
Operators	Custodian I	$14.4550	$15.2294	$16.0037	$ 17.8690
Pension total	Custodian II	$14.6982	$15.4860	$16.2738	$ 18.2817
$3.35/hr effective	Custodian, Senior	$15.2230	$16.0400	$16.8570	$ 18.7227
7/1/18	Civil Engineering Technician	$18.7527	$19.7658	$20.7789	
	Environmental Compliance Technician	$18.7527	$19.7658	$20.7789	
	Foreman I	$19.7977	$20.8108	$21.8239	
	Foreman II	$20.6683	$21.7298	$22.7913	
Operators	Maintenance Worker II (O)	$17.3227	$18.2564	$19.1901	
deferred .25 to	Vehicle Services Mechanic (O)	$17.3613	$18.2971	$19.2329	
increase pension	Vehicle Services Foreman	$19.7977	$20.8108	$21.8239	
7/1/18 - pension	Traffic Specialist (O)	$16.8812	$17.7904	$18.6994	
contribution in lieu	Water Plant Operator I	$17.4709	$18.4129	$19.3547	
of wages	Water Plant Operator II	$18.2826	$19.2697	$20.2567	
	Master Mechanic	$18.3086	$19.2970	$20.2855	
	Quality Control Technician/Foreman II	$20.6683	$21.7298	$22.7913	
	Stormwater Environmental Compliance Technician	$18.7527	$19.7658	$20.7789	
Teamsters	Vehicle Services Technician	$16.9046	$17.7957	$18.6867	
Pension total	Maintenance Work I - Street	$16.8528	$17.7408	$18.6290	
$3.00/hr effective	Maintenance Worker II - Sanitation	$16.9686	$17.8631	$18.7576	
7/1/17	Inventory Control Specialist (T)	$17.2121	$18.1201	$19.0282	
Teamsters	Utility Maintenance Worker I (T)	$16.8528	$17.7408	$18.6290	
deferred .15 to	Utility Maintenance Worker II (T)	$18.0548	$19.0097	$19.9646	
increase pension	Vehicle Services Attendant	$13.3964	$14.0925	$14.7886	$ 16.6962
7/1/17 - pension	Foreman I - Sanitation	$20.1477	$21.1607	$22.1738	
contribution in lieu	Foreman II - Sanitation	$21.0183	$22.0798	$23.1413	
of wages	Equipment Maintenance Technician	$16.6230	$17.4984	$18.3737	

SCHEDULE B

CITY OF GREAT FALLS,
MONTANA

CITY OF GREAT FALLS
PUBLIC EMPLOYEES CRAFT COUNCIL

SPECIAL CONDITIONS

In addition to the above wages, the following Special Conditions shall be provided:

1. SHIFT DIFFERENTIAL: Employees who are required to work by the CITY during hours outside the day shift as designated by that employee's department, shall be paid in addition to the regular hourly wage, a shift differential of seventy-five cents (75¢) per hour for the evening shift and one dollar ($1.00) per hour for the midnight to morning shift. Employees assigned to special work schedules that cover a portion of both the evening and midnight shifts will be paid the appropriate shift differential for the number of hours on each shift. Employees will only be paid the shift differential for actual hours worked that shift.

   For Street Division employees who work four (4) or more hours during a shift which is paid a differential and starting at 4:00 a.m., said employees shall receive the differential for all hours worked that shift.

2. UNION PENSION PLAN: The CITY agrees to pay directly to any pension plan designated by any of the UNIONS that are a party to this Agreement an amount specified by said UNION for all hours compensated for by the CITY. This payment shall be in lieu of an equal amount of base pay. Union pension contribution amounts are noted on Schedule A. It is understood that the Program for Enhanced Early Requirement (PEER) contributions are not taken into consideration for benefit accrual purposes under the Pension Plan according to policies of the Western Conference of Teamsters Pension

Trust. Also, the PEER rate must always be 6.5% of the basic pension rate and may not be decreased or discontinued.

3. LEAD WORKER: A lead worker, designated by the CITY, shall be paid one dollar ($1.00) per hour over the regular rate.

4. UNIFORMS: The CITY will provide two (2) new uniforms at the time of hire for Water Meter Readers, Head and Assistant Head Stationary Engineers and Custodians assigned to the Planning and Community Development Department and will replace them as needed within thirty (30) days provided that the employee shows proof of need and surrenders the old uniform upon replacement, not to exceed four (4) uniforms in any twelve (12) month period. A uniform shall consist of that clothing designated as necessary by Department. Said uniforms shall be worn only during normal work hours.

5. APPRENTICESHIP: It is agreed that if the CITY should, in the future, seek to institute an apprenticeship plan, the parties hereto will negotiate an apprenticeship agreement which recognizes and includes the Federal Apprenticeship Standards. When the apprenticeship agreement has been negotiated and agreed to by the parties, it shall be attached hereto and made a part of this Agreement. In the establishment of an apprenticeship program, no rules will be adopted which conflict with the terms of this collective bargaining agreement.

6. P.E.R.S.: Employees shall be covered by the Montana Public Employees Retirement System as provided by State Law.

7. SPECIAL CONDITIONS - SANITATION DIVISION:

   a. Holiday Pick Up: There will be no refuse collection scheduled on the following holidays except in an emergency situation: New Year's Day, Labor Day,

Christmas Day.

8. TOOL ALLOWANCE: All special automotive, heavy equipment, and heavy duty tools such as torque wrenches, test equipment, hydraulic equipment, spray equipment, or pneumatic tools required by the CITY shall be furnished by the CITY. Each mechanic covered by this Agreement shall be required to furnish a normal complement of hand tools, but this does not include expendable tools such as taps, drills, dies, hacksaw blades, cutting chisels, files and easyouts. Tools normally furnished by the employee, which are worn out or broken on the job shall be replaced or repaired by the CITY with tools of same/comparable quality. Evidence of tools worn or broken on the job shall be furnished to the CITY before replacement or repair can be made.

   The CITY will be responsible for the security of the mechanic's tools properly stored and left on the job during other than normal working hours.

9. TEMPORARY (SEASONAL) LABOR CLASSIFICATION: There will be two temporary (seasonal) labor classifications (see Schedule A):

   The following will apply to these classifications:

   a. No pension contribution will be made for employees hired to work in these classifications after April 1, 2002.

   b. Classifications established for Park and Recreation and Public Works Departments.

   c. An employee may be assigned under this classification for any period of time up to nine (9) months without concurrence of the UNION. The Temporary (Seasonal) Laborers will be notified in writing at the time of their termination of their eligibility for re-hire. It will be the employee's responsibility to make

application at the Human Resources Department and maintain current address and phone number.

d. Employees in these classifications shall be able to take vacation/annual leave described in Article 14.

e. Employees in this classification assigned to the Public Works Department may perform weed control with non-riding equipment, snow removal by hand shoveling/non-riding equipment.

SCHEDULE C

Letters of understanding existing and current as of the date of this Agreement, and attached hereto.

1. MEMO from Mike Jacobson dated December 11, 2002 regarding work week definition and callout procedure for water treatment plant operators.
2. LOU dated July 1, 2010 regarding the golf courses.
3. LOU dated March 29, 2002 regarding Park and Recreation Seasonal Laborers not participating in the Laborers' pension plan.
4. Addendum to Collective Bargaining Agreement dated September 4, 2013.
5. Email agreement dated October 6, 2014 regarding shift differential for Park and Recreation Department employees.

Water Treatment Plant

Memo

To: Water Treatment Plant Operators; Earl Salley, Business Agent

From: Mike Jacobson, Water/Wastewater Plant Manager [redacted]

CC: Linda Williams, Human Resources Manager

Date: December 11, 2002

Re: Work Week Definition, Callout Procedure

Our meeting on October 25, 2002 brought up two issues that require definition:

Definition of the Work Week: The work week for the Water Treatment Plant Operator I and II positions will begin each Friday at 11:00 pm and continue until the following Friday at 11:00 pm. The work week will not change when the operator is working the utility shift.

Callout Procedure: When an operator is unable to work their assigned shift, and that shift falls on a Saturday or Sunday, attempts will be made to contact all of the operators that are on days off, including: The operator on days off prior to an operating shift, and; the operator or operators on days off prior to a Utility shift.

These operators will be contacted in seniority order and asked to fill the shift. When an operator fills a shift in this situation, and that shift is on their normal day off, the operator will be given the choice of taking a different day off during the same work week if the plant work schedule allows. Overtime and/or callout pay for this shift will be in accordance with union contract, state and federal requirements.

This procedure only applies to short duration events (i.e. only one or two shifts will need to be filled) or events of unknown duration (i.e. if it is not clear that an operator will be away from work for more than one or two shifts).

LETTER OF UNDERSTANDING

The parties signatory hereto, hereby agree to the following regarding the employees covered by the Laborers' Union at the golf courses:

1. The Seasonal Golf Laborer rate of pay will be listed in Schedule A

2. Returning Seasonal Golf Laborers will be offered the opportunity to apply for other openings in the Parks & Recreation Department if deemed to be qualified.

3. Greenskeepers will be allowed to accrue up to 240 hours of compensatory time. For every hour worked in excess of 40 in a work week, an hour and a half of compensatory time will be accrued. Compensatory time must be used prior to the beginning of the next golf season unless there's separation of employment prior to the beginning of the golf season; at that time, any unused compensatory time will be cashed out.

AGREEED TO AND DATED THIS 1st DAY OF July, 2010.

CITY OF GREAT FALLS

BY [redacted]

TITLE City Manager

LABORERS' LOCAL #1686

BY [redacted]

TITLE Field Representative

LETTER OF UNDERSTANDING

In an effort to attract and retain good qualified Seasonal Employees in the Park and Recreation Department, the City of Great Falls and Construction and General Laborers' #1334 hereby agree to the following:

Effective April 1, 2002, Seasonal Laborers working in the Park and Recreation Department shall no longer participate in the Laborers' National (Industrial) Pension Plan.

The City agrees to add the pension contribution of one dollar ($1.00), to the Seasonal Hourly Wage, including premium pay for operating certain equipment or performing work requiring premium pay, as stated in the current Collective Bargaining Agreement between the parties.

Dated this 29th day of March 2002.

City of Great Falls: Laborers' Local #1334

[redacted]
John Lawton-City Manager

[redacted]
David Burnett, Business Manager

Laborers National Industrial Pension Preferred Schedule Rehabilitation Plan: Addendum

ADDENDUM TO THE COLLECTIVE BARGAINING AGREEMENT BETWEEN THE CITY OF GREAT FALLS AND CITY OF GREAT FALLS PUBLIC EMPLOYEE CRAFT COUNCIL

Whereas the undersigned Union and Employer are parties to a collective bargaining agreement that provides for contributions to the Laborers' National (Industrial) Pension Fund; and

Whereas, the Pension Fund's Board of Trustees has adopted a Funding Rehabilitation Plan ("Plan"), dated July 26, 2010, to improve the Fund's funding status over a period of years as required by the Pension Protection Act of 2006 ("PPA"); and

Whereas, a copy of the Plan has been provided to the Union and the Employer; and

Whereas, the Plan, in accordance with the PPA, requires that the signatories to every collective bargaining agreement providing for contributions to the Pension Fund adopt one of the Schedules included in the Plan; and

Whereas, the Union and the Employer have agreed to adopt the Plan's Preferred Schedule and wish to document that agreement;

It is hereby agreed by the undersigned Union and Employer as follows:

1. This Addendum shall be considered as part of the collective bargaining agreement. The provisions of this Addendum supersede any inconsistent provision of the collective bargaining agreement.

2. The current contribution rate to the Pension Fund of $2.00 per hour shall be increased by 10% to the rate of $2.20 per hour effective September 1, 2013. On each anniversary of that effective date for the term of the collective bargaining agreement, the contribution rate then in effect shall be increased by another 10% (rounded to the next highest penny).

3. With regard to benefits under the Pension Fund, the Plan's Preferred Schedule provides that the Pension Fund's current plan of benefits for the group will remain unchanged with the following exceptions:

   (a) Benefit accruals for periods after adoption of the Preferred Schedule will be based on the contribution rate in effect immediately before the Preferred Schedule goes into effect for the group, not on the increased rates' required by this Schedule.

   (b) Effective April 30, 2010 and until the Rehabilitation Plan succeeds, the Pension Fund is not permitted by the PPA to pay any lump sum benefits or pay any other benefit in excess of the monthly amount that would be payable to the pensioner under a single life annuity. This means that the Fund must suspend its Partial Lump Sum option, Social Security Level Income option, and Widow/Widower Lump Sum option. Exceptions are made for a lump sum cash-out of a participant or beneficiary whose

entire benefit entitlement has an actuarial value of $5,000 or less and for the Fund's $5,000 death benefit.

(c) The Board of Trustees continues to have discretionary authority to amend the Rules & Regulations of the Pension Fund, including the Rehabilitation Plan, within the bounds of applicable law.

4. The Plan as a whole is deemed to be a part of the Preferred Schedule.

5. This Addendum shall be effective as of September 1, 2013, which date is the same date on which the contribution rate increase under paragraph 2 is first effective.

To acknowledge their agreement to this Addendum, the Union and the Employer have caused their authorized representatives to place their signatures below:

FOR THE UNION:

Signature: [redacted]

Name: Jay Reardon

Position: Field Representative Date: 8/15/2013

FOR THE EMPLOYER:

Signature: [redacted]

Name: Gregory T. Doyon

Position: City Manager Date: 9-4-2013

Linda Williams

From: Linda Williams
Sent: Monday, October 06, 2014 2:39 PM
To: 'Jay Reardon'
Cc: Melissa Kinzler; Cheryl Lucas; Rene Kempa; Liz Lee; Teamsters Local 2 Great Falls
Subject: RE: Shift Differential for P&R

I think that works. Thank you so much!
Linda

From: Jay Reardon [mailto:jay@montanalaborers.com]
Sent: Monday, October 06, 2014 2:33 PM
To: Linda Williams
Subject: RE: Shift Differential for P&R

Linda see if this works

During the negotiations for a new collective bargaining agreement to cover July 1-2014-June 30 2016 between the City of Great Falls and the Public Employee Craft Council changes in the payment of shift differential were proposed by the Craft Council and accepted by the City of Great Falls. The intent of those agreed to changes was to provide employees with a shift differential if they were required by the employer to work outside their normal day shift hours when shift differential would apply. It was not the intent of the Craft council to propose or require the employer to pay shift differential for hours an employee worked during his/her regular day shift. For example an employee's regular dayshift begins at 6:00 AM and ends at 2 30 the employee would not be eligible for shift differential. If the employer required said employee to work outside those normal dayshift hours for example requiring the employee to report to work at 5 AM the employee would be eligible for shift differential between 5AM and his/her normal start time at 6 AM.

Jay Reardon
Laborers Local 1686
Great Falls Employee Craft Council Spokesperson

From: Linda Williams [mailto:lwilliams@greatfallsmt.net]
Sent: Monday, October 06, 2014 1:12 PM
To: 'Jay Reardon'
Subject: Shift Differential for P&R
Importance: High

Jay,
I need an email from you clarifying/documenting that the employees at the Park and Rec Department who normally start their shift at 6 am will not be receiving night shift differential from 6 -8. Park & Rec has their crews start early in the morning to be able to get off earlier to avoid working in the hottest part of the day.

The intent of the change in the shift differential language was to address the inspectors in Public Works who are required to work a different shift because of the contractor's schedule.

Thank you,
Linda

IN WITNESS WHEREOF, the UNION and the CITY have caused this Agreement to be executed in their names by the duly authorized representatives at Great Falls, Montana, this ___ day of _____, 2018.

FOR THE CITY OF GREAT FALLS:

_____
Greg Doyon, City Manager

ATTEST:

_____
Lisa Kunz, City Clerk

(SEAL OF CITY)

_____
Reviewed for Legal Content:
Sara R. Sexe, City Attorney

FOR THE UNIONS:

_____
Construction and General
Laborers #1686

_____
Operating Engineers #400

_____
International Association of Machinists
District W24, Local #88

_____
Teamsters #2

_____
PNWRC of Carpenters

CITY OF GREAT FALLS
HISTORY OF PAY RAISES

	FY2008		FY2009		FY2010		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017		FY2018	FY2019	TOTAL % INCREASE	
	7/1/2007	1/1/2008	7/1/2008	1/1/2009	7/1/2009	1/1/2010	7/1/2010	7/1/2011	7/1/2012	7/1/2013	7/1/2014	7/1/2015	7/1/2016	1/1/2017	7/1/2017	7/1/2018	OVER 12 YRS	
Police	4.00%	4.00%	3.00%	2.00%	3.25%		3.63%	3.50%	2.50%	0.00%	1.50%	2.50%	3.00%	2.00%	5.00%	5.50%	45.38%	
Fire	2.00%		3.50%		3.25%		3.63%	2.00%	2.00%	0.00%	1.50%	2.50%	3.00%	0.75%	5.00%	5.00%	34.13%	
MFPE (MPEA)	4.00%		3.00%		3.25%		1.50%	2.00%	1.75%	0.00%	1.50%	2.00%	2.25%		3.25%	3.50%	28.00%	
CRAFTS	3.75%		3.00%		3.25%		1.50%	2.00%	1.75%	0.00%	1.50%	2.00%	$0.50		$0.50	4.50%	23.25%	(1)
IBEW		3.00%	3.00%	3.00%	3.25%		1.50%	2.00%	1.75%	0.00%	1.50%	2.00%	2.25%		3.00%	4.50%	30.75%	
Plumbers		3.00%		3.00%		3.25%	1.50%	2.00%	1.75%	0.00%	1.50%	2.00%	2.25%		3.00%		23.25%	(2)
Non-Union	4.00%		3.00%		3.25%		1.50%	2.00%	1.75%	0.00%	1.50%	2.00%	2.25%		3.00%		24.25%	(4)

Footnotes:

(1) Based on 10 year period, previous two years dollar amount increases were negotiated.
(2) Under current labor negotiations.
(3) CPI, West Region June 2018 versus month of July for all other years.
(4) Non-Union employee increases historically tied to MFPE contracts. July 1, 2017 was the first year Non-Union employees received less than MFPE employees.

Other Indicators:

	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	
CPI, West Region	3.80%	-0.40%	1.60%	3.20%	2.10%	1.50%	1.60%	0.10%	1.30%	1.40%	2.50%	3.60%	(3)
Social Security Cost of Living Adjustment (COLA)	2.30%	5.80%	0.00%	0.00%	3.60%	1.70%	1.50%	1.70%	0.00%	0.30%	2.00%	2.00%	

CPI is Annual average, U.S. City average, all urban consumers, using the 1982-1984 base of 100.

Item: Resolution 10241 Annual Tax Levy.

From: Gregory T. Doyon, City Manager

Initiated By: Taxable Valuation from the Montana Department of Revenue

Presented By: Melissa Kinzler, Finance Director

Action Requested: Adopt Resolution No. 10241.

Suggested Motion:

1. Commissioner moves:

"I move that the City Commission (adopt/deny) Resolution 10241."

2. Mayor requests a second to the motion, public comment, Commission discussion, and calls for the vote.

Staff Recommendation:

Staff recommends that the City Commission adopt Resolution 10241 and finalize the Fiscal Year 2019 Adopted Budget without any adjustments.

Summary:

The City Commission is required to fix an annual tax levy by setting mills to generate property tax revenues to fund city operations. The City received its original taxable valuation from the Montana Department of Revenue (MTDOR) on July 30, 2018, and a revised valuation on August 6, 2018. With this valuation, the City can now compute and set its annual mill levy.

During the FY 2019 Budget Adoption Process, the Finance Department projected the City's newly taxable property revenue would be $400,000. The projection was based on the seventeen-year average of newly taxable property. The newly taxable revenue reported by MTDOR is actually $689,968. No particular project can be identified for this newly taxable revenue.

Background:

This amount of newly taxable property revenue means that the City will have slightly more tax revenue than projected of $289,968 (2% of total General Fund tax revenue). The City anticipates property assessment appeals/abatement requests which means the City will not definitively know how much of this new projected tax revenue will be available until those appeals/abatement requests are processed.

For example, in Fiscal Year 2018 the newly taxable property revenue was certified to be $437,295, and the City has still not received this additional revenue.

The newly taxable property increases the taxable value per mill from $94,164 in FY 2018 to $109,457 in FY 2019. The increase in value also indicates that the Great Falls tax base has expanded.

One immediate benefit to the City's budget is to the Great Falls Public Library. The library receives nine (9) mills under its agreement with the City. With the newly taxable value, this translates into an additional $137,637 for the library in FY 2019.

Included in the mills are the following:

Debt Service

- 1.56 mills for soccer park debt service payments ($6,908 increase from last year)

The annual soccer park debt payments with expenses total $169,751, which are included in the $19,465,893 mill levy total.

The soccer park bonds were issued June 14, 2004, for $2,500,000 for twenty years and refinanced in April 2014. The outstanding balance of the soccer bonds as of June 30, 2018 was $910,000. The bond maturity date is July 1, 2024. Fiscal Year 2017 was the last year for the swimming pool debt.

Permissive Medical Levy

- 26.51 mills ($300,000 increase from last year)

Total Mill Levy Summary
Last year's mill levy for Tax Year 2017 (FY 2018) certified revenue of $18,341,320. The differences between the mill levy of $18.3 million (what the City milled last year) and $19,465,893 (what the City will mill this year) include the following:

General

- $689,968 for newly taxable property,
- $127,721 for the inflationary adjustment,
- $300,000 for the "Permissive Medical Levy", and,
- $(24) from previous taxable value adjustments.

Voted General Obligation Debt

$6,908 for the increase in the revenue needed for the soccer park debt.

Fiscal Impact:
The total mill levy for Tax Year 2018 (FY 2019) is 177.84 mills totaling $19,465,893. The new taxable value revenue of $689,968 may result in a slight increase of $289,968 in undesignated fund balance for the General Fund if received by the City in FY 2019.

As proposed, the projected impact on a $100,000 home with a taxable market value is as follows:

Inflationary Adjustment ($127,721)	$ 1.84
Permissive Medical Levy ($300,000)	$ 4.30
Total	$6.14

Alternatives:

State law requires that the City adopt a FY 2019 Budget which includes setting the annual mill levy amounts on or before the first Thursday after the first Tuesday in September or 30 days after receiving taxable valuation from the Montana Department of Revenue, whichever is later.

The City Commission could reduce the amount of its levies – either the inflationary adjustment or the Permissive Medical Levy. The City Commission could also accept the tax levies as presented, allow any tax appeals/abatement requests to run their course, and after the first of the year reconsider any needed budget adjustments. This timeframe also provides the City Commission with ample time to review, consider, and prioritize deferred capital and operational needs which may be addressed by the slight increase of the General Fund fund balance. Budget adjustments can then be made as necessary with review from City department heads and the public.

Concurrences:

The FY 2019 Budget was adopted July 17, 2018. Setting the mill levy for Tax Year 2018 (FY 2019) is the last step in the adoption of the FY 2019 City of Great Falls Budget.

ATTACHMENTS:

- Resolution 10241
- Resolution 10241 Appendix A
- 2018 Certified Taxable Valuation
- Taxable Valuation History

RESOLUTION NO. 10241
RESOLUTION TO FIX ANNUAL TAX LEVY
A RESOLUTION PROVIDING FOR THE ANNUAL TAX LEVY IN MILLS FOR THE FISCAL YEAR BEGINNING JULY 1, 2018 AND ENDING JUNE 30, 2019

WHEREAS, Montana Code Annotated (MCA), 7-1-114, states "(1) A local government with self-governing powers is subject to …(g) except as provided in subsection (3), any law regulating the budget, finance, or borrowing procedures and powers of local governments…(3) (b) The provisions of 15-10-420 apply to self-governing local government units."

WHEREAS, The City of Great Falls, Montana adopted a self-governing charter in 1986. Article I, Section 3 of the Charter of the City of Great Falls, Montana states: "The total mill levy shall not exceed that allowed to general powers cities of the first class by Montana Law."

WHEREAS, Section 7-6-4036, MCA, requires the City Commission to fix the tax levy for each taxing jurisdiction by the later of the first Thursday after the first Tuesday in September or within 30 calendar days after receiving certified taxable values. Certified taxable values were received July 30, 2018, and revised values were received August 6, 2018.

WHEREAS, Section 15-10-420, MCA provides:
(1)(a) Subject to the provisions of this section, a governmental entity that is authorized to impose mills may impose a mill levy sufficient to generate the amount of property taxes actually assessed in the prior year plus one-half of the average rate of inflation for the prior 3 years. The maximum number of mills that a governmental entity may impose is established by calculating the number of mills required to generate the amount of property tax actually assessed in the governmental unit in the prior year based on the current year taxable value, less the current year's value of newly taxable property plus one-half the average rate of inflation for the prior 3 years.
(2) … plus any additional levies authorized by the voters …
(9) (a) The provisions of subsection (1) do not prevent or restrict:…(vi) the portion that is the amount in excess of the base contribution of a governmental entity's property tax levy for contributions for group benefits excluded under 2-9-212 or 2-18-703.

WHEREAS, Section 15-10-201, MCA, requires the City Commission to fix its tax levy in mills and tenths and hundredths of mills.

WHEREAS, The Department of Revenue's certified taxable value for the City of Great Falls is $111,473,256 which equates to $111,473 per mill; when the incremental value of the tax increment finance district is removed the value is $109,457 per mill. This includes $689,968 or $4,607 per mill, of newly taxable property.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF GREAT FALLS, MONTANA:

Section 1. - Determination of Mill Levy Limit

- Appendix A shows the determination of the total mill levy limit of 149.77 mills.
- An additional 26.51 "Permissive Medical Levy" is allowed under 15-10-420(9)(a)(vi) for increased health insurance premiums not included in the Appendix A calculation.
- An additional 1.56 mills is allowed under 15-10-420(2) for additional voter supported mills. On November 4, 2003, a $2.5 million general obligation bond was approved by voters for construction of a soccer park. It has been determined that 1.56 mills for soccer park debt service payments is needed for Fiscal Year 2019.

Section 2. - Tax Levy Amounts

A 177.84 mill levy will generate:

a. $ 15,703,421 from the $104,850 certified value per mill for Previously Taxable Property;

b. $ 689,968 from the $4,607 certified value per mill for Newly Taxable Property;

c. $ 2,901,751 from the $109,457 certified value per mill for increased Health Insurance premiums "Permissive Medical Levy",

d. $ 170,753 from the $109,457 certified value per mill for soccer park debt service payments, and,

e. $19,465,893 in total City tax for 2018 Tax Year from the $109,457 total certified value per mill.

This does not reflect delinquent collections or tax increments withheld.

Section 3. - Tax Levy Required and Set

a. 149.77 mill levy- The City Commission has determined a $16,393,389 tax levy, requiring a 149.77 mill levy, is necessary to balance the General Fund Budget.

b. 26.51 mill levy- The City Commission has determined a $2,901,751 "Permissive Medical Levy", requiring a 26.51 mill levy, is necessary for increased health premium costs to balance the General Fund Budget.

c. 1.56 mill levy- The City Commission has determined a $170,753 tax levy, requiring a 1.56 mill levy, is necessary for the soccer park debt service payment.

d. Total 177.84 - The City Commission of the City of Great Falls, Montana hereby fixes the tax levy for the fiscal year July 1, 2018 through June 30, 2019 at 177.84 mills.

PASSED AND ADOPTED by the City Commission of the City of Great Falls, Montana, August 21, 2018.

_____
Bob Kelly, Mayor

ATTEST:

_____
Lisa Kunz, City Clerk

(Seal of the City)

APPROVED FOR LEGAL CONTENT:

_____
Sara R. Sexe, City Attorney

Determination of Tax Revenue and Mill Levy Limitations

Section 15-10-420, MCA
Aggregate of all Funds

FYE June 30, 2019
City of Great Falls, Resolution 10241, Appendix A

	Enter amounts in yellow cells	Auto-Calculation (If completing manually enter amounts as instructed)
Enter Ad valorem tax revenue ACTUALLY assessed in the prior year (from Prior Year's form Line 17)	$ 15,575,724	$ 15,575,724
Add: Current year inflation adjustment @ 0.82%		$ 127,721
Subtract: Ad valorem tax revenue ACTUALLY assessed in the prior year for Class 1 and 2 property, (net and gross proceeds) (from Prior Year's form Line 20)- (enter as negative)		$ -
Adjusted ad valorem tax revenue		$ 15,703,445
ENTERING TAXABLE VALUES		
Enter 'Total Taxable Value' - from Department of Revenue *Certified Taxable Valuation Information* form, line # 2	$ 111,473,256	$ 111,473.256
Subtract: 'Total Incremental Value' of all tax increment financing districts (TIF Districts) - from Department of Revenue *Certified Taxable Valuation Information* form, line # 6 (enter as negative)	$ (2,016,163)	$ (2,016.163)
Taxable value per mill (after adjustment for removal of TIF per mill incremental district value)		$ 109,457.093
Subtract: 'Total Value of Newly Taxable Property' - from Department of Revenue *Certified Taxable Valuation Information* form, line # 3 (enter as negative)	$ (4,606,852)	$ (4,606.852)
Subtract: 'Taxable Value of Net and Gross Proceeds, (Class 1 & 2 properties)' - from Department of Revenue *Certified Taxable Valuation Information* form, line # 5 (enter as negative)	$ -	$ -
Adjusted Taxable value per mill		$ 104,850.241
CURRENT YEAR calculated mill levy		149.77
CURRENT YEAR calculated ad valorem tax revenue		$ 16,393,389
CURRENT YEAR AUTHORIZED LEVY/ASSESSMENT		
Enter total number of carry forward mills from prior year (from Prior Year's form Line 22)	0.00	0.00
Total current year authorized mill levy, including Prior Years' carry forward mills		149.77
Total current year authorized ad valorem tax revenue assessment		$ 16,393,389
CURRENT YEAR ACTUALLY LEVIED/ASSESSED		
Enter number of mills actually levied in current year (Number should equal total non-voted mills, which includes the number of carry forward mills, actually imposed per the final approved current year budget document. Do Not include voted or permissve mills imposed in the current year.)	149.77	149.77
Total ad valorem tax revenue actually assessed in current year		$ 16,393,389
RECAPITULATION OF ACTUAL:		
Ad valorem tax revenue actually assessed		$ 15,703,421
Ad valorem tax revenue actually assessed for newly taxable property		$ 689,968
Ad valorem tax revenue actually assessed for Class 1 & 2 properties (net-gross proceeds)		$ -
Total ad valorem tax revenue actually assessed in current year		$ 16,393,389
Total carry forward mills that may be levied in a subsequent year (Number should be equal to or greater than zero. A (negative) number indicates an over levy.)		0.00

Montana Department of REVENUE

Revised 8/6/2018

MONTANA
Form AB-72T
Rev. 3-12

2018 Certified Taxable Valuation Information

(15-10-202, MCA)

Cascade County

CITY OF GREAT FALLS

Certified values are now available online at property.mt.gov/cov

1. 2018 Total Market Value[1]	$	6,267,033,467
2. 2018 Total Taxable Value[2]	$	111,473,256
3. 2018 Taxable Value of Newly Taxable Property	$	4,606,852
4. 2018 Taxable Value less Incremental Taxable Value[3]	$	109,457,093
5. 2018 Taxable Value of Net and Gross Proceeds[4] (Class 1 and Class 2)	$	-

6. TIF Districts

Tax Increment District Name	Current Taxable Value[2]	Base Taxable Value	Incremental Value
INT'L MALTING PLANT	802,165	362,124	440,041
WEST BANK RENEWAL	1,065,439	292,536	772,903
GF INT'L AIRPORT	155,466	107,149	48,317
GF DOWNTOWN URBAN	3,933,236	3,643,698	289,538
EAST INDUSTRIAL PARK	467,686	2,322	465,364

Total Incremental Value $ 2,016,163

Preparer Katie

Date 8/6/2018

[1]Market value does not include class 1 and class 2 value

[2]Taxable value is calculated after abatements have been applied

[3]This value is the taxable value less total incremental value of all tax increment financing districts

[4]The taxable value of class 1 and class 2 is included in the taxable value totals

For Information Purposes Only

2018 taxable value of centrally assessed property having a market value of $1 million or more, which has transferred to a different ownership in compliance with 15-10-202(2), MCA.

I. Value Included in "newly taxable" property	$	-
II. Total value exclusive of "newly taxable" property	$	-

RECEIVED
AUG 0 6 2018
BY:

City of Great Falls Taxable Valuation History

			Tax Increment Districts										
Tax Levy Year	**Fiscal Year**	**Total Taxable Value****	**Downtown**	**Pasta MT/ General Mills**	**International Malting Plant**	**West Bank Urban Renewal Plan**	**Great Falls Int'l Airport**	**East Industrial Park**	**Net Taxable Value**	**% increase (decrease) prior year net taxable value**	**New Property Value**	**% Increase (Decrease) Prior Year Newly Taxable Property**	**Levy in Mills**
2001	FY 2002	$65,437,840	$4,511,569	$552,276	NA	NA	NA	NA	$60,373,995	0.33%	$1,011,770	-47.8%	111.32
2002	FY 2003	$65,117,051	$4,364,549	$595,357	NA	NA	NA	NA	$60,157,145	-0.36%	$1,302,597	28.7%	119.00
2003	FY 2004	$65,328,553	$4,102,725	$700,009	NA	NA	NA	NA	$60,525,819	0.61%	$1,041,336	-20.1%	124.33
2004	FY 2005	$66,377,650	$3,343,580	NA	NA	NA	NA	NA	$63,034,070	4.14%	$2,030,124	95.0%	131.64
2005	FY 2006	$68,609,562	$3,402,127	NA	NA	NA	NA	NA	$65,207,435	3.45%	$2,748,377	35.4%	138.27
2006	FY 2007	$70,990,415	$3,832,568	NA	$141,345	NA	NA	NA	$67,016,502	2.77%	$2,873,541	4.6%	140.94
2007	FY 2008	$73,776,332	$4,064,883	NA	$225,476	NA	NA	NA	$69,485,973	3.68%	$2,387,436	-16.9%	158.21
2008	FY 2009	$76,405,690	$4,107,804	NA	$294,210	$30,733	NA	NA	$71,972,943	3.58%	$2,138,961	-10.4%	162.68
2009	FY 2010	$76,862,700	NA	NA	$309,168	$205,857	NA	NA	$76,347,675	6.08%	$6,947,574	224.8%	169.04
2010	FY 2011	$78,275,702	NA	NA	$195,477	$574,725	$728	NA	$77,504,772	1.52%	$2,931,771	-57.8%	173.10
2011	FY 2012	$78,709,035	NA	NA	$176,312	$553,480	$6,659	NA	$77,972,584	0.60%	$5,295,716	80.6%	183.24
2012	FY 2013	$77,852,991	NA	NA	$157,225	$557,385	$6,333	NA	$77,132,048	-1.08%	$1,278,348	-75.9%	193.57
2013	FY 2014	$78,054,590	$105	NA	$155,000	$560,136	$11,171	NA	$77,328,178	0.25%	$787,945	-38.4%	198.74
2014	FY 2015	$76,098,354	$41,765	NA	$386,390	$575,135	$11,275	$31,452	$75,052,337	-2.94%	$312,611	-60.3%	204.54
2015	FY 2016	$88,577,771	$444,316	NA	$504,796	$579,885	$42,030	$42,557	$86,964,187	15.87%	$5,072,060	1522.5%	190.29
2016	FY 2017	$91,113,880	$0	NA	$512,371	$537,828	$43,717	$41,662	$89,978,302	3.47%	$5,238,618	3.3%	198.24
2017	FY 2018	$95,822,493	$252,609	NA	$383,849	$654,253	$47,867	$319,573	$94,164,342	4.65%	$2,643,701	-49.5%	194.78
2018	FY 2019	$111,473,256	$289,538	NA	$440,041	$772,903	$48,317	$465,364	$109,457,093	16.24%	$4,606,852	74.3%	177.84

Note: Starting in 1999 mill levies were "floated" in order to achieve the statutorily limited tax revenues.
Voters approved a 2 mill increase for the Library in November, 2000.
Voters approved a $2.5 million general obligation bond for a soccer park November 4, 2003.
Voters approved a $2.27 million general obligation bond for repair and improvement of city pool facilities November 7,2006.

**Total taxable value at time of certification