

Jade Goroski

From: Tammy Pederson
Sent: Tuesday, May 14, 2019 1:06 PM
To: Jade Goroski
Subject: FW: Sidewalk Replacement Program

FYI

Tam

From: Jessica Miller [mailto:MillerJ@ci.missoula.mt.us]
Sent: Tuesday, May 14, 2019 1:01 PM
To: Tammy Pederson <tammy@shelbymt.com>; Mayor Staff <StaffM@ci.missoula.mt.us>
Cc: Dale Bickell <DBickell@ci.missoula.mt.us>
Subject: RE: Sidewalk Replacement Program

Hi Tammy,

We first passed [Resolution 7736](#) in 2012, and updated the policy with [Resolution 8168](#) in 2017. The linked resolutions explain the policy and give examples. When we tried to order in some new sidewalks at the end of 2018, we found that the policy still resulted in some folks with really [high bills](#). A team has been discussing possible solutions, but we haven't adopted a new formal policy yet. CAO Dale Bickell, copied here, has been involved in those discussions and may be able to give you an update. Let me know if we can be of any further assistance.

Sincerely,

Jessica Miller

Citizen Services Manager
Office of the Mayor
(406) 552-6001

From: Tammy Pederson <tammy@shelbymt.com>
Sent: Tuesday, May 14, 2019 10:58 AM
To: Mayor Staff <StaffM@ci.missoula.mt.us>
Subject: Sidewalk Replacement Program

I am trying to get some information in regards to curb, gutter and sidewalk installation and replacement. My finance officer thought you guys had a program where the city budgets so much each year to help homeowners make improvements on a first come first serve basis.

Do you have such a program and if so can you send me the information?

Thank you.

Sincerely,

Tammy Pederson

Deputy Clerk
City of Shelby
112 1st St S
Shelby MT 59474
(406) 434-5222

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RESOLUTION NUMBER 7736

A resolution of the Missoula City Council establishing a funding assistance program for curb and sidewalk assessments for public right-of-way construction projects pursuant to Missoula Municipal Code 12.12 - Curbs, Sidewalks and Paving, and identifying the City of Missoula Road District Number 1 as a funding source for ongoing fiscal support of public right-of-way improvement projects.

WHEREAS, The City of Missoula wishes to ensure that all users of our transportation system are able to travel safely and conveniently on streets and roadways within the public right-of-way in Missoula; and

WHEREAS, Missoula values accessible, durable, and well maintained sidewalks for pedestrian travel on public right-of-ways within the City, and the City Council supports the extension of new sidewalks and completion of the sidewalk system; and

WHEREAS, the Missoula City Council and Mayor work in coordination with the Public Works Department Master Sidewalk Plan, the Missoula Active Transportation Plan, the Missoula Urban Transportation Plan, and citizens for creation of public right-of-way construction projects pursuant to Missoula Municipal Code (MMC) 12.12 - Curbs, Sidewalks and Paving; and

WHEREAS, MMC 12.12.310 Assessment for construction-When work done by City sidewalk and curb contractor, provides that the total cost of all sidewalks, driveway approaches, curbs and alley approaches and related appurtenances constructed by the City in accordance with the provisions of MMC 12.12 shall be assessed as a special tax against the property in front of or along which the public right-of-way construction projects are installed; and

WHEREAS, this assessment of a special tax against the property may be a large financial burden on a small number of people within the City, and recognizing this burden the City Council created the Pedestrian Connection Subcommittee to identify alternate funding mechanisms for City ordered public right-of-way construction projects; and

WHEREAS, the Pedestrian Connection Subcommittee recommended spreading the cost burden for public sidewalks citywide and the Public Works Committee recommended creation of the, "City First Equal Share Model", which combines City funding assistance with property owners assessments to reduce the special tax burden imposed on individual properties by MMC 12.12 for public right-of-way construction projects; and

WHEREAS, the City Council hereby identifies the City-wide road district entitled "City of Missoula Road District Number 1", as a funding source for fiscal support of public right-of-way construction projects; and

WHEREAS, it is the intention of the City Council to include within the Fiscal Year 2014 City of Missoula Road District Number 1 budget fiscal support of public right-of-way improvement projects that are constructed by the City in accordance with the provisions of MMC 12.12 and in accordance with the City First Equal Share Model herein described.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Missoula, Montana hereby establishes the City First Equal Share Model for fiscal support of public right-of-way construction projects ordered by the City in accordance with the provisions of MMC 12.12 consisting of a:

Premium is paid by the proceeds from City of Missoula Road District Number 1 as outlined in the district's annual budget and work plan approved by the City Council. ,

Deductible is the initial portion of the cost that the City pays, from zero (\$0) up to one thousand dollars (\$1,000.00), for public right-of-way improvements installed by the City in accordance with the provisions of MMC 12.12,

Co-Pay is the percentage of construction cost the property owner pays, established at fifty percent (50%) of the construction costs, above the \$1,000.00 **Deductible** to be assessed as a special tax against the property in front of or along which the public right-of-way construction improvements are installed by the City in accordance with the provisions of MMC 12.12,

Normal Maximum Out of Pocket is the amount the property owner pays up to the next three thousand five hundred dollars (\$3,500.00) for assessments and any amount over fifteen thousand dollars (\$15,000.00) **Stop Loss Amount** described below to be assessed as a special tax against the property in front of or along which the public right-of-way construction improvements are installed by the City in accordance with the provisions of MMC 12.12,

Stop Loss Amount is the amount that the City pays in excess of the **Normal Maximum Out of Pocket** of three thousand five hundred dollars (\$3,500.00) up to fifteen thousand dollars (\$15,000.00) assessment amount. All assessed costs above the fifteen thousand dollars (\$15,000.00) **Stop Loss Amount** are to be assessed to the property owner as a special tax against the property in front of or along which the public right-of-way construction improvements are installed by the City in accordance with the provisions of MMC 12.12 ; and

BE IT FURTHER RESOLVED That the **City First Equal Share Model** for financial support for property owners shall be based on the actual construction costs, not including finance costs, for the portion of work determined to be necessary by the City Engineer for installation of sidewalks, driveway approaches, curbs and alley approaches and related appurtenances constructed by the City in accordance with the provisions of MMC 12.12; and

BE IT FURTHER RESOLVED That the **City First Equal Share Model** for financial support for property owners shall be available only to properties whose Road District Number 1 assessment is greater than \$0; and

BE IT FURTHER RESOLVED That it is the intention of the City Council to include within the Fiscal Year 2014 City of Missoula Road District Number 1 budget fiscal support of public right-of-way improvement projects that are constructed by the City in accordance with the provisions of MMC 12.12 and in accordance with the **City First Equal Share Model** herein described; and

BE IT FURTHER RESOLVED That the City of Missoula Road District Number 1 budget currently funds, and plans to continue to fund, a portion of the cost of American with Disabilities Act (ADA) sidewalk improvements on city streets currently funded at \$60,000.00 annually. Specifically, the \$60,000.00 fund provides assistance for residential owner occupied property owners for a portion of the costs on installing ADA compliant curb ramps in conjunction with Capital Improvement Program Annual Sidewalk Installation Replacement Program; and

BE IT FURTHER RESOLVED That MMC Chapter 3.16 - CURB, GUTTER, SIDEWALK, ALLEY APPROACH, STORM SEWER, PUBLIC PARK AND OTHER IMPROVEMENTS LOAN FUND PROGRAM shall continue to be in force as created by the City as a loan program to provide low income property owners and property owners who incur financial hardship with temporary relief from the cost of curb, gutter, sidewalk, alley approach, storm sewer, public parks and other improvements within a Special Improvement District created by the city council or ordered installed by the City Council.

PASSED AND ADOPTED this 24th day of September, 2012

ATTEST:

/s/ Martha L. Rehbein
Martha L. Rehbein, CMC
City Clerk

(SEAL)

APPROVED:

/s/ John Engen
John Engen
Mayor

City First Equal Share Model

Summary:

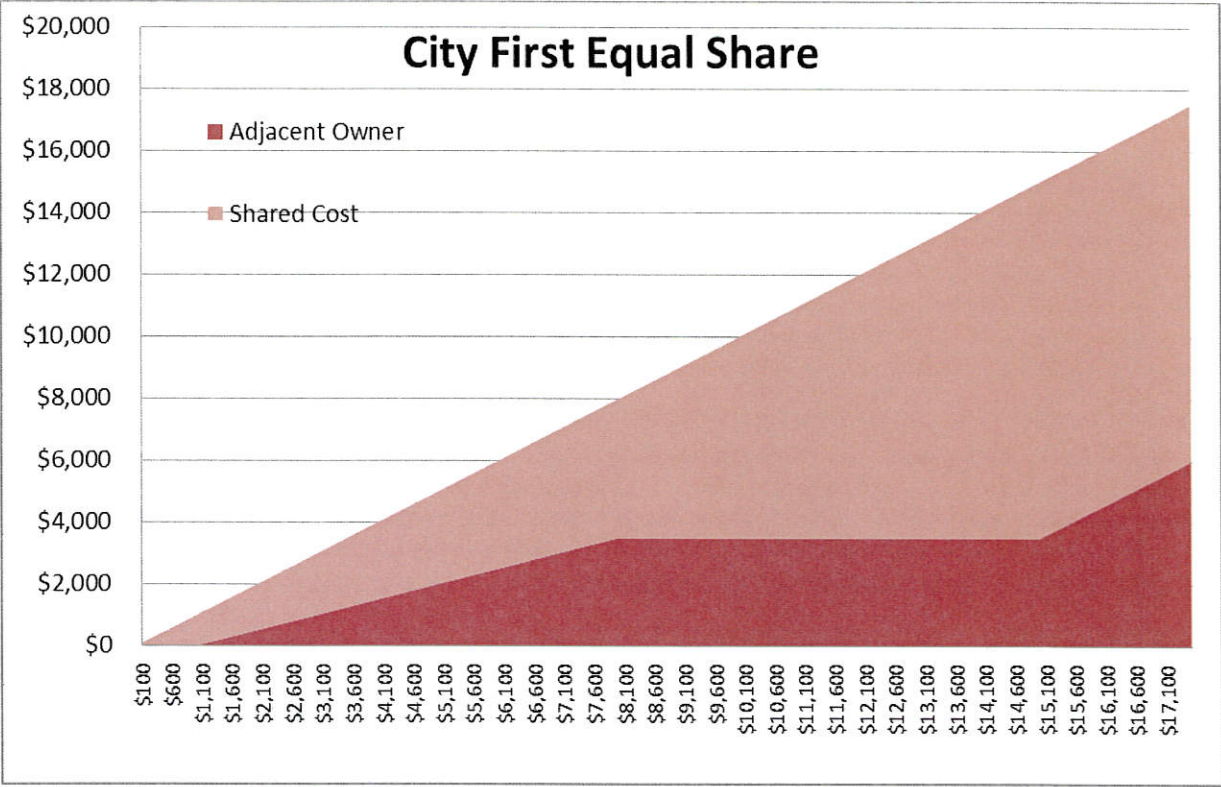
1. City pays initial \$1,000 of the cost.
2. City and property owner each pays 50% of the costs above \$1,000 until the property owner's assessment reaches \$3,500.
3. After property owner assessment reach \$3,500, the City pays 100% of the cost until the cost reaches \$15,000.
4. Property owner pays costs over \$15,000.

If a property owner's assessment is less than \$15,000, their maximum assessment under this proposal would be \$3,500.

Example:

Total Assessment:	Owner Pays	City Pays
\$400 Tax doesn't meet deductible	\$0	\$400
\$3,000 Tax is over deductible, but below out of pocket limit	Deductible = \$1,000 $(\$3,000 - \$1,000) \times 0.50 = \$1,000$ Owner Pays \$1,000	$\$3,000 - \$1,000 = \$2,000$
\$12,000 Tax is over deductible and over out of pocket limit	Deductible = \$1,000 $(\$12,000 - \$1,000) \times 0.50 = \$5,500 > \$3,500$ Owner Pays \$3,500	$\$12,000 - \$3,500 = \$8,500$
\$17,000 Tax is over deductible, out of pocket limit and stop loss.	Deductible = \$1,000 $(\$17,000 - \$15,000) = \$2,000$ $(\$15,000 - \$1,000) \times 0.50 = \$7,000 > \$3,500$ $\$3,500 + \$2,000 = \$5,500$	$\$17,000 - \$5,500 = \$11,500$

The figure below shows the allocation of project costs between the adjacent owner and the City shared pool as project costs vary. This subsidy formula limits higher than average assessments as well as providing a minimal subsidy to each project but requires owners to pay most project costs on below average and average assessments. While the City will participate in all projects under this formula, the majority of subsidies will be allocated to projects with above-average costs.



RESOLUTION NUMBER 8168

A resolution of the Missoula City Council amending Resolution 7736 to raise the curb and sidewalk assessment funding assistance program "Stop Loss Amount" threshold for the funding assistance program to curb and sidewalk assessments from \$15,000 to \$20,000 for projects ordered after January 1, 2017.

WHEREAS, The City of Missoula adopted Resolution 7736 establishing a funding assistance program for curb and sidewalk assessments on September 24, 2012; and

WHEREAS, the Missoula City Council has heard concerns from residents that the \$15,000 "Stop Loss Amount" results in undo financial burden for some property owners who have received assessment notices; and

WHEREAS, since 2012, the costs for installing improvements have increased necessitating adjustments to the funding assistance program.

NOW THEREFORE BE IT RESOLVED, in Resolution 7736, the "Stop Loss Amount" is amended to read as follows:

Normal Maximum Out of Pocket is the amount the property owner pays up to the next three thousand five hundred dollars (\$3,500.00) for assessments and any amount over twenty thousand dollars (\$20,000) **Stop Loss Amount** described below to be assessed as a special tax against the property in front of or along which the public right-of-way construction improvements are installed by the City in accordance with the provisions of MMC 12.12,

Stop Loss Amount is the amount that the City pays in excess of the Normal Maximum Out of Pocket of three thousand five hundred dollars (\$3,500.00) up to twenty thousand dollars (\$20,000) assessment amount. All assessed costs above the twenty thousand dollars (\$20,000) **Stop Loss Amount** are to be assessed to the property owner as a special tax against the property in front of or along which the public right-of-way construction improvements are installed by the City in accordance with the provisions of MMC 12.12 ; and

BE IT FURTHER RESOLVED, that this change in the funding assistance program will apply to sidewalk and curb projects ordered after January 1, 2017

BE IT FURTHER RESOLVED, that the City First Equal Share Model in Resolution 7736 is amended to read as shown in Exhibit A.

BE IT FURTHER RESOLVED, that all other provisions in Resolution 7736 that do not conflict with this resolution are in full force and effect.

PASSED AND ADOPTED this 19th day of June 2017.

ATTEST:

APPROVED:

/s/ Martha L. Rehbein
Martha L. Rehbein, CMC
City Clerk

/s/ John Engen
John Engen
Mayor

(SEAL)

Exhibit A

City First Equal Share Model

Summary:

1. City pays initial \$1,000 of the cost.
2. City and property owner each pays 50% of the costs above \$1,000 until the property owner's assessment reaches \$3,500.
3. After property owner assessment reach \$3,500, the City pays 100% of the cost until the cost reaches \$20,000.
4. Property owner pays costs over \$20,000.

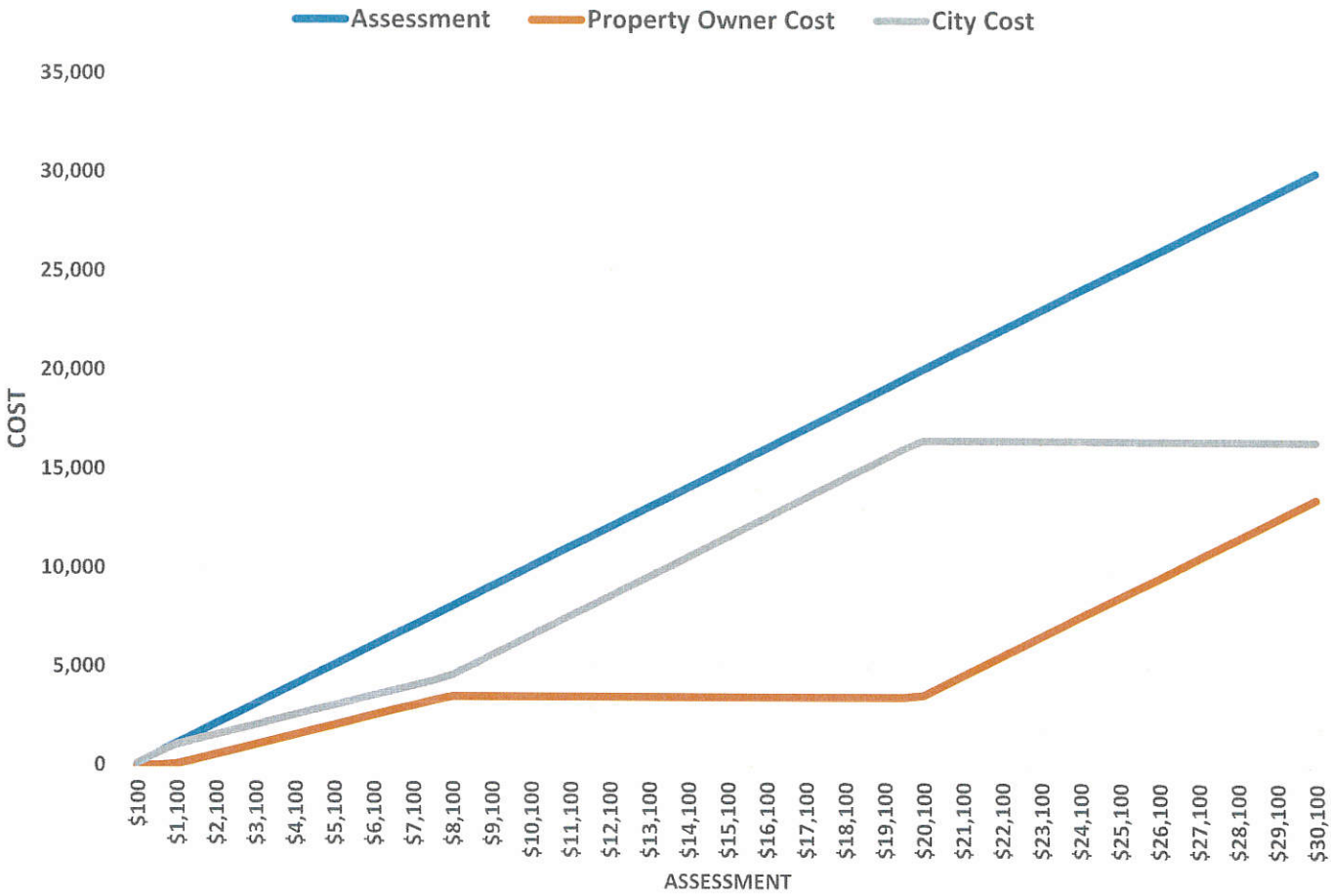
If a property owner's assessment is less than \$20,000, their maximum assessment under this proposal would be \$3,500.

Example:

Total Assessment:	Owner Pays	City Pays
\$400 Tax doesn't meet deductible	\$0	\$400
\$3,000 Tax is over deductible, but below out of pocket limit	Deductible = \$1,000 $(\$3,000 - \$1,000)0.50 = \$1,000$ Owner Pays \$1,000	$\$3,000 - \$1,000 = \$2,000$
\$12,000 Tax is over deductible and over out of pocket limit	Deductible = \$1,000 $(\$12,000 - \$1,000)0.50 = \$5,500 > \$3,500$ Owner Pays \$3,500	$\$12,000 - \$3,500 = \$8,500$
\$30,000 Tax is over deductible, out of pocket limit and stop loss.	Deductible = \$1,000 $\$30,000 - \$20,000 = \$10,000$ $(\$10,000 - \$1,000)0.50 = \$9,500 > \$3,500$ $\$3,500 + \$10,000 = \$13,500$ Owner Pays \$13,500	$\$30,000 - \$13,500 = \$16,500$

The figure below shows the allocation of project costs between the adjacent owner and the City shared pool as project costs vary. This subsidy formula limits higher than average assessments as well as providing a minimal subsidy to each project but requires owners to pay most project costs on below average and average assessments. While the City will participate in all projects under this formula, the majority of subsidies will be allocated to projects with above-average costs.

City First - Equal Share Model



Jade Goroski

From: Luke LaLiberty <luke.laliberty@kljeng.com>
Sent: Wednesday, May 15, 2019 4:11 PM
To: Jade Goroski
Cc: Gary McDermott; Logan Tweet; Lorette Carter
Subject: Wellfield project amendment
Attachments: Wellfield Improvemtns - Amendment No. 2.pdf

Jade,
As discussed, attached is the amendment that approves an additional \$20,000 in design fees by increasing the overall budget by \$10,000 and reducing the RPR budget by \$10,000.

Please review and let me know any comments. If this looks OK, please arrange for council consideration. Logan will be at the meeting on Monday if the council has any questions.

Thanks!
Luke.

Luke LaLiberty PE



406-447-3358 **Direct**
406-475-2546 **Cell**
2969 Airport Road, Suite 1B
Helena, MT 59601-1201
kljeng.com

This is **EXHIBIT K**, consisting of 2 pages,
referred to in and part of the **Agreement between
Owner and Engineer for Professional Services –
Task Order Edition** dated September 14th, 2015.

Amendment To Task Order No. 4417101-6

1. Background Data:

- a. Effective Date of Task Order Agreement: May 20, 2019
- b. Owner: City of Shelby
- c. Engineer: Kadrmas, Lee, & Jackson
- d. Specific Project: Wellfield Improvements

2. Description of Modifications

a. The Scope of Services currently authorized to be performed by Engineer in accordance with the Task Order and previous amendments, if any, is modified as follows:

- The design team has encountered several items that were outside the original assumptions of the task order. This has resulted in additional time necessary to evaluate issues and present potential solutions to the Owner. Engineer anticipates an additional \$20,000 will be needed to complete the design phase. This \$20,000 will be allotted to the design phase budget by increasing the total compensation by \$10,000 and transferring \$10,000 from RPR services to Design services.
 - Increase total estimated compensation for services \$10,000.
 - Transfer \$10,000 from RPR Services to Design Services.

b. For the Additional Services or the modifications to services set forth above, Owner shall pay Engineer the following additional or modified compensation:

Category of Services	Original Task Order amount	Amendment 1 (Env. Assess)	Amendment 2	New total estimated compensation for services
Design Services	\$181,300	\$44,900	\$20,000	\$246,200
Bidding and Negotiating Services	\$12,500			\$12,500
Construction and Commissioning Services	\$55,000			\$55,000
RPR Services	\$86,200		-\$10,000	\$76,200
Total:	\$335,000	\$44,900	\$10,000	\$389,900

3. Task Order Summary (Reference only)

a. Original Task Order amount:	\$ <u>335,000</u>
b. Net change for prior amendments:	\$ <u>44,900</u>
c. This amendment amount:	\$ <u>10,000</u>
d. Adjusted Task Order amount:	\$ <u>389,900</u>

The foregoing Task Order Summary is for reference only and does not alter the terms of the Task Order, including those set forth in Exhibit C.

Owner and Engineer hereby agree to modify the above-referenced Task Order as set forth in this Amendment. All provisions of the Agreement and Task Order not modified by this or previous Amendments remain in effect. The Effective Date of this Amendment is May 20, 2019.

OWNER: City of Shelby, MT

ENGINEER: Kadrmas, Lee & Jackson, Inc.

By: _____

By: _____

Title: _____

Title: _____

Date
Signed: _____

Date
Signed: _____

Swimming Pool – TPO Coating

Will split between general fund pool and park maintenance district

General Fund Pool Available Appropriation \$48,000

Park Maintenance Available Appropriation \$28,000



American Roofing LLC
 997 Blue Slide Rd
 Thompson Falls, MT. 59873
 406-282-1952 / 832-814-7076

BID PROPOSAL
 APRIL 19, 2019
 INVOICE # 18273

EXPIRATION DATE: JUNE 30, 2019

BUILDING: Swimming Pool
 LOCATION: 105 12th Ave N.
 Shelby, MT. 59474

The project can be completed in 1 week
 depending on the weather.

SALESPERSON	JOB	APPROXIMATE SQFT
James Doherty (Conklin certified roofer)	TPO Coating	4,433 sqft (TPO roof)

DESCRIPTION	PRICE	TOTAL
#1. Power wash with cleaning agent.		
#2. Remove all obsolete pipes. (Pipes to the old solar system)		
#3. Repair all areas that are damaged. (As well as the seam where the second roof attaches to the main building)		
#4. Install new roof boots for PVC pipes.		
#5. Apply primer.		
#6. Apply White Puma XL Coat at approximately 1.9 gallons per 100 sqft.		

Price per sqft \$2.50

Roof coating included in this bid is for the 2 roofs off of the main building.
 Roof system has high reflectivity meeting Energy Star ratings, and UL-790 Class A Fire rating.
 Manufactures material warrant against leaks for a period of 12 years.
 Warranty is non-prorated and covers materials.
 Building owner shall supply water and electrical power as needed.

An 18 year warranty is available through the roofing supply manufacture for an additional 30 cent per sqft. If interested, this must be applied for in advance of starting the job.

SUBTOTAL \$11,082



SALES TAX ON MATERIALS 0

TOTAL \$11,082

Thank you for your business.

This is a proposal on the TPO side roofs of the swimming pool building, subject to the conditions noted below: All liquid applied products used are Conklin Materials and are guaranteed to be as specified. All work shall be completed according to standard manufacture practices. Any alteration or deviation from above specifications shall be agreed to in written form and may incur additional cost to customer. All agreements are contingent upon strikes, accidents or delays beyond our control. Owner shall carry fire, and other necessary insurance pertaining to the building. American Roofing will carry it's own Liability insurance.

Total price..... \$11,082
Upon signing of contract pay 50%.....\$5,541.25
Upon completion pay remaining 50%.....\$5,541.25

Contractor hereby agrees to all specifications and terms set forth.

American Roofing LLC

City of Shelby, MT
Date:_____

Acceptance of Proposal: The above specifications, conditions and payment schedule are satisfactory and are hereby accepted. Contractor is hereby authorized to complete the work as specified.

Sign:_____ Print:_____ Title:_____ Date:_____

Sign:_____ Print:_____ Title:_____ Date:_____



First Roof

There are several areas in this picture that are obvious roof leaks. Our monolithic roofing system is guaranteed to completely water proof and eliminate all water leaks.



Second Roof



Picture of ripped and damaged TPO that must be repaired



Damage to inside corner on second roof



More damage to inside corner on second roof



Roof boot damaged and needs to be replaced
(There are 6 roof boots to replace)



Damaged TPO on first roof



This is a picture of where the second TPO roof attaches to the main building and need to be repaired and coated

Jade Goroski

From: Logan Tweet <Logan.Tweet@kljeng.com>
Sent: Thursday, May 16, 2019 9:41 AM
To: garym@3rivers.net; Gary McDermott
Cc: Lorette Carter; Jade Goroski; Luke LaLiberty; Grandy, Mike A (Helena Sand and Gravel)
Subject: Shelby Storm Water Improvements - Change Order No. 5
Attachments: Change Order No. 5.pdf

Gary,

Attached you will find Change Order No. 5 for the Shelby Storm Water Project. The change order encompasses the construction costs associated with the design changes resulting from the BNSF requested alignment shift. Quantity changes and unit prices were used to calculate cost increases/decreases for current bid items. Two additional items were also added to the change order. The first accounts for the costs of two concrete structures that were already built and no longer needed for the project. The second is for the work associated with milling the portion of HWY 2 where the new storm drain will now be installed under as a result of the shift.

Please review this change order with the council (I plan to attend the council meeting and can answer any questions) and upon the councils concurrence sign and send back to me. Assuming the council approves the change order, I will coordinate the funding agency's signature.

Let me know if you have any questions prior to the council meeting.

Thanks,

Logan Tweet PE



406-447-3351 Direct
406-750-3467 Cell
2969 Airport Road, Suite 1B
Helena, MT 59601-1201
kljeng.com

Change Order No. 5

Date of Issuance: May 20, 2019

Effective Date: May 20, 2019

Project: Shelby Storm Water Improvements	Owner: City of Shelby	Owner's Contract No.:
Contract: Shelby Storm Water Improvements		Date of Contract: June 28, 2016
Contractor: Helena Sand and Gravel		Engineer's Project No.: 4413021

The Contract Documents are modified as follows upon execution of this Change Order:

Description	Decrease (In Contract Price)	Increase (In Contract Price)
1 Gravel Restoration	\$ 5,880.00	\$ 0.00
2 Aggregate Treatment	\$ 0.00	\$ 759.60
3 Crushed Aggregate Course	\$ 0.00	\$ 23,607.00
4 Commercial Mix PG 64-28	\$ 0.00	\$ 37,152.50
5 Emulsified Asphalt CRS - 2P	\$ 0.00	\$ 2,928.00
6 Cover - Type 2	\$ 0.00	\$ 330.00
7 12" RPC IRR. CL 5	\$ 1,700.00	\$ 0.00
8 42" RPC IRR CL 2	\$ 0.00	\$ 175.00
9 48" RPC IRR CL 2	\$ 220.00	\$ 0.00
10 Bedding	\$ 580.00	\$ 0.00
11 Type I Drop Inlet	\$ 11,000.00	\$ 0.00
12 72" Comb. Type I Field Inlet/Type 3 Manhole	\$ 32,500.00	\$ 0.00

13	72" Comb. Type I Drop Inlet/Type 3 Manhole	\$	0.00	\$	25,500.00
14	Inlets Build & Not Installed	\$	0.00	\$	4,232.00
15	Milling Hwy 2	\$	0.00	\$	1,796.77
TOTALS:		\$	51,880.00	\$	96,480.87
NET CHANGE IN PRICE				\$	44,600.87

Attachments/Justification (list documents supporting change):

- Gravel Restoration:** The quantity was decreased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the deduction. $-280 \text{ SY}(\$21/\text{SY}) = -\$5,880.00$
- Aggregate Treatment:** The quantity was increased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the increase. $633 \text{ SY}(\$1.20/\text{SY}) = \759.60
- Crushed Aggregate Course:** The quantity was increased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the increase. $387 \text{ CY}(\$61/\text{CY}) = \$23,607.00$
- Commercial Mix PG 64-28:** The quantity was increased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the increase. $135.2 \text{ TON}(\$275/\text{TON}) = \$37,152.50$
- Emulsified Asphalt CRS – 2P:** The quantity was increased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the increase. $244 \text{ GAL}(\$12/\text{GAL}) = \$2,928.00$
- Cover – Type 2:** The quantity was increased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the increase. $110 \text{ SY}(\$3/\text{SY}) = \330.00
- 12" RPC IRR. CL 5:** The quantity was decreased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the deduction. $-25 \text{ LF}(\$68/\text{LF}) = -\$1,700.00$
- 42" RPC IRR CL 2:** The quantity was increased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the deduction. $1 \text{ LF}(\$175/\text{LF}) = \175.00
- 48" RPC IRR CL 2:** The quantity was decreased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the deduction. $-1 \text{ LF}(\$220/\text{LF}) = -\220.00

10. **Bedding:** The quantity was decreased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the deduction. $-10 \text{ CY}(\$58/\text{CY}) = -\580.00
11. **Type I Drop Inlet:** The quantity was decreased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the deduction. $-2 \text{ EA}(\$5,500/\text{EA}) = -\$11,000.00$
12. **72" Comb. Type I Field Inlet/Type 3 Manhole:** The quantity was decreased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the deduction. $-5 \text{ EA}(\$6,500/\text{EA}) = -\$32,500.00$
13. **72" Comb. Type I Drop Inlet/Type 3 Manhole:** The quantity was increased as a result of a design change implemented to shift a section of the storm drain farther south to avoid a future conflict with a BNSF project. The unit price was used to calculate the increase. $3 \text{ EA}(\$8,500/\text{EA}) = \$25,500$
14. **Inlets Built and Not Installed:** This cost is for two Type 1 inlets (materials only) that were cast prior to the BNSF alignment shift. The new alignment removed these inlets from the project. $2\text{EA}(\$2,116/\text{EA}) = \$4,232.00$
15. **Milling HWY 2:** This cost is necessary because the BNSF alignment shift moved the truck main under HWY 2 requiring the contractor to mill the asphalt prior to beginning excavation. $\$1,796.77$

CHANGE IN PRICE:

Original Price:

Base Bid - \$5,630,669.00
Alternate E - \$2,640,927.00

Increase/Decrease from previously approved
Change Orders No. 0 to No. 4:

Base Bid - Decrease \$2,305,358.93
Alternate E - NA

Price prior to this Change Order:

Base Bid - \$3,325,310.07
Alternate E - NA

Increase of this Change Order:

Base Bid - Increase \$44,600.87
Alternate E - N/A

Price incorporating this Change Order:

Base Bid - \$3,369,910.94
Alternate E - NA

CHANGE IN TIMES:

Original Times:

☐ Working days ☐ Calendar daysSubstantial completion (days or date): October 31st, 2016Ready for final payment (days or date): December 31st, 2016Increase/Decrease from previously approved Change Orders
No. 0 to No. 4:Substantial completion (days or date): August 31st, 2020Ready for final payment (days or date): September 30th, 2020

Times prior to this Change Order:

Substantial completion (days or date): August 31st, 2020Ready for final payment (days or date): September 30th, 2020

Increase of this Change Order:

Substantial completion (days or date): August 31st, 2020Ready for final payment (days or date): September 30th, 2020

Times with all approved Change Orders:

Substantial completion (days or date): August 31st, 2020Ready for final payment (days or date): September 30th, 2020**RECOMMENDED:**By: [Signature]

Engineer (Authorized Signature)

Date: 5/16/19Approved by Funding Agency (if applicable):
_____**ACCEPTED:**

By: _____

Owner (Authorized Signature)

Date: _____

ACCEPTED:By: [Signature]

Contractor (Authorized Signature)

Date: 5-16-19

Date: _____

Northern Transit Interlocal

<http://northern.transit-rural.com>

Golden Triangle Transportation Advisory Committee (TAC) www.northern.rural-transit.com .

May 14, 2019

In attendance: Joe Pehan – Toole County Commissioner, Dale Seifert – Pondera County Commissioner, Don Hartwell – Toole County Commissioner, Mary Ann Harwood – Toole County Commissioner, Jim Moran – Pondera County Commissioner, Will Sloss – City of Cut Bank, John Shevlin – City of Conrad, Ron Widhalm, City of Conrad, David Irvin – Transit Coordinator and Lorette Carter, City of Shelby – reporting. Guests included Mackenzie Graye – Independent Observer and Sarah Converse – Sweetgrass Development.

Welcome: Joe Pehan, Chair

Minutes: The minutes of February 19, 2019 were reviewed. John Shevlin made a motion to approve the minutes with a second from Dale Seifert. Motion carried.

Financial: David reviewed current financials of each county transit service. Second half invoices have been distributed to all entities. The City of Conrad and Glacier County have yet to pay.

- **Northern Transit:** Northern Transit is currently at 63% of the budget. David anticipates leaving the FY2019-2020 budget at the current funding level in anticipation of increased bus maintenance costs as the buses age. He noted he reduced the budgets last year because of system efficiencies and cost savings.
- **Glacier County Transit:** The Glacier County Transit system is operating at 51% of the current budget. David noted he is trying to work with Glacier County in anticipation of a bus replacement.
- **Pondera County Transit:** The Pondera County Transit system is operating at 60% of the budget. The system is 18.5% under budget at this time.
- **Toole County Transit:** The Toole County system is currently at 74% of the operating budget. The system has enjoyed substantial savings in reducing the route to 4 days weekly.
- **Kalispell – Friday route:** The expanded route to Kalispell is currently on budget. The system is averaging 24-27 passengers on the Tuesday and Friday routes.

John Shevlin made a motion and Dale Seifert seconded to approve the financial information. Motion carried.

Coordinator's Quarterly Review/Coordination Plan:

The Coordination Plan and three grant requests have been approved for the coming year. The Northern Transit System and Toole County Transit System will be receiving additional funds. David noted he will be bringing information to the committee at the next meeting in regard to future planning for capital improvements as there is generally a 2-year wait for bus purchases. David also noted the system is considering an additional Browning route on Thursdays to meet up with the Northern Transit system for

the Great Falls route. Indian Health Services would need to be the match partner of the costs of an additional day/route.

- **Ridership Reports:**

- David noted the Northern Transit has seen an 11.5% increase in ridership over last year's 6.5% increase in ridership. He anticipates the ridership will level off in the coming years. Total ridership is currently at 13,645.
- Glacier ridership has seen the greatest increase. To date the system has provided 1,018 rides.
- Toole County ridership remains constant with school kids and border riders making up the bulk of ridership. David will consider reducing travel days in the summer.
- Pondera County ridership numbers have been consistent.
- Kalispell – Friday route: The number of riders is double of what was projected to date. Medical riders make up over 48% of the riders. David noted Kalispell Regional Hospital has asked the transit system to ask riders to not loiter at their medical facilities in anticipation of return rides. David has issued a letter to riders with facility concerns.

Advertising/Social Media:

David will begin work on advertising for exterior of buses this summer. David also reported he continues to advertise via social media. He currently has over 3,200 followers on Facebook.

Other Business:

David reported he has provided some technical assistance to the citizen-led group in Teton County interested in developing a transit system. MDT officials are wanting our system to be the lead agency if Teton County chooses to move forward with a transit plan. The Northern Transit committee is concerned with capacity issues on current buses and the added workload for David.

David also noted he will be hiring one relief driver this summer.

Next meeting: August 13th in Cut Bank at the EMS building.

With no further business the meeting was adjourned.

CITY OF SHELBY
MONTHLY ANIMAL CONTROL REPORT

APRIL 2019
(Month) (Year)

Animal Control Calls and/or Complaints

City Hall or Public Works.....	<u>5</u>	Dog-Cat 5 - 0
Sheriff's Office.....	<u>10</u>	9 - 1
On Patrol.....	<u>3</u>	1 - 2

Fees Collected by Animal Control Officer

Destroyed- Animals brought in.....	<u>0</u>
License.....	<u>0</u>
Pound	<u>0</u>
Rabies Shot.....	<u>0</u>

Pound Activity

Animals in pound at end of last month.....	<u>2</u>
Impounded..... +	<u>1</u>
Destroyed - Animals from pound..... -	<u> </u>
Destroyed - Animals brought in..... +	<u> </u>
Released/Returned to owner..... -	<u>1</u>
Total in Pound Month End - - - - -	<u>2</u>

Dead Animals

Marias Vet Clinic.....	<u>0</u>
Other (list where picked up):	<u> </u>

Vehicle Log

Gallons of Gas.....	<u>37</u>
Mileage - current month reading.....	<u>93595</u>
Mileage - previous month reading.....	<u>93390</u>
Total Mileage.....	<u>205</u>

Warnings and/or Citations

Verbal Warnings.....	<u>4</u>
Written Warnings.....	<u>0</u>
Citations Issued.....	<u>0</u>

Licenses Issued

Month.....	<u>13</u>
Year to Date.....	<u>381</u>


Animal Control Officer

cc: City Superintendent
City Council (deliver to City Hall 1st of month)
Animal Control file