



**Planning Advisory Board/Zoning Commission
February 23, 2021 3:00 P.M. Agenda
2 Park Drive South, Great Falls, MT
Civic Center Gibson Room**

UPDATES CONCERNING PROCESS OF MEETINGS Due to the COVID-19 health concerns, the format of the Planning Advisory Board/Zoning Commission meeting will be held in a virtual video-conferencing environment. In order to honor the Right of Participation and the Right to Know (Article II, Sections 8 and 9 of the Montana Constitution), the City of Great Falls and Planning Advisory Board/Zoning Commission are making every effort to meet the requirements of open meeting laws:

- Planning Advisory Board/Zoning Commission members and City staff will attend the meeting via a remote location, using a virtual meeting method.
- The agenda packet material is available on the City's website: <https://greatfallsmt.net/meetings>. The Public may view and listen to the meeting on government access channel City-190, cable channel 190; or online at <https://greatfallsmt.net/livestream>.
- Public comment will be taken during the meeting. Public participation is welcome in the following ways:
 - Attend in person. Refrain from attending in person if you are not feeling well. The City will require social distancing at the meeting, and may limit the number of persons in the Gibson Room according to applicable health guidelines.
 - Provide public comments via email. Comments may be sent via email before 12:00 PM on Tuesday, February 23, 2021, to: jnygard@greatfallsmt.net. Include the agenda item or agenda item number in the subject line, and include the name and address of the commenter. Written communication received by that time will be shared with the Planning Advisory Board/Zoning Commission and appropriate City staff for consideration during the agenda item and before final vote on the matter; and, will be so noted in the official record of the meeting.
 - Call-in. The public may call in during specific public comment periods at 406-761-4786. All callers will be in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be restricted to customary time limits. This is a pilot service to test the feasibility of expanded public participation by phone. We ask for your patience in the event there are technical difficulties.

OPENING MEETING

1. Call to Order - 3:00 P.M.
2. Roll Call - Board Introductions

Dave Bertelsen - Chair

Chuck Pankratz - Vice Chair

Kelly Buschmeyer

Tory Mills

Samantha Shinaberger

3. Recognition of Staff
4. Approval of Meeting Minutes - January 26, 2021

BOARD ACTIONS REQUIRING PUBLIC HEARING

5. Public Hearing – Conditional Use Permit for a “Contractor Yard, Type II” land use upon the property addressed as 214 7th Avenue South and legally described as Lots5-10, Block 479, Section 12, T20N, R3E, P.M.M. Cascade County, Montana.

BOARD ACTIONS NOT REQUIRING PUBLIC HEARING

6. FFY 2021-2025 Great Falls Transportation Improvement Program (TIP)
7. Great Falls International Airport Tax Increment Financing Funding Application.
8. Recommendation of Applicant Lindsey Bullock for Board Member of the Planning Advisory Board/Zoning Commission

COMMUNICATIONS

9. Proposed Conditional Use Permit for the City Aquatics Facility and Recreation Center for the Lion's Park Property.
10. Proposed Land Swap between the City and Independence Bank for the the Falls Construction property.

PUBLIC COMMENT

Public Comment on any matter and that is within the jurisdiction of the Planning Advisory Board/Zoning Commission. Please keep your remarks to a maximum of five (5) minutes. Speak into the microphone, and state your name and address for the record.

ADJOURNMENT

(Please exit the chambers as quickly as possible. Chamber doors will be closed 5 minutes after adjournment of the meeting.)

Assistive listening devices are available for the hard of hearing, please arrive a few minutes early for set up, or contact the City Clerk’s Office in advance at 455-8451. Wi-Fi is available during the meetings for viewing of the online meeting documents.

Planning Advisory Board/Zoning Commission meetings are televised on cable channel 190 and streamed live at <https://greatfallsmt.net>. Meetings are re-aired on cable channel 190 the following Thursday at 7 p.m.

**MINUTES OF THE MEETING
GREAT FALLS PLANNING ADVISORY BOARD/ZONING COMMISSION
January 26, 2021**

CALL TO ORDER

The regular meeting of the Great Falls Planning Advisory Board/Zoning Commission was called to order by Vice Chair Charles Pankratz at 3:00 p.m. The meeting was held via Zoom in the Gibson Room, at the Civic Center.

ROLL CALL & ATTENDANCE

Due to the COVID-19 health concerns, the format of the Planning Advisory Board/Zoning Commission meeting is being conducted in a virtual video-conferencing environment. In order to honor the Right of Participation and the Right to Know (Article II, Sections 8 and 9 of the Montana Constitution), public participation is welcomed and encouraged as follows:

- Attend in person. Refrain from attending in person if you are not feeling well. The City will require social distancing at the meeting, and may limit the number of persons in the Gibson Room according to applicable health guidelines.
- Provide public comments via email. Comments may be sent via email before 12:00 PM on Tuesday, January 26, 2021 to: jnygard@greatfallsmt.net. Include the agenda item or agenda item number in the subject line, and include the name and address of the commenter. Written communication received by that time will be shared with the Planning Advisory Board/Zoning Commission and appropriate City staff for consideration during the agenda item and before final vote on the matter; and will be so noted in the official record of the meeting.
- Call-in. The public may call in during specific public comment periods at 406-761-4786. All callers will be in a queued system and are asked to remain on hold and be patient. Calls will be taken in the order in which they are received. Callers will be restricted to customary time limits. We ask for your patience in the event there are technical difficulties.

Planning Board Members present electronically via Zoom:

Dave Bertelsen, Chair
Charles Pankratz, Vice Chair
Kelly Buschmeyer
Tory Mills
Samantha Shinaberger
Laura Vukasin

Planning Board Members absent:

None

Planning Staff Members present:

Craig Raymond, Director Planning and Community Development
Tom Micuda, Deputy Director Planning and Community Development
Brad Eatherly, Planner II
Andrew Finch, Sr. Transportation Planner

Jamie Nygard, Sr. Admin Assistant

Other Staff present:

Joe Cik, Assistant City Attorney

Mr. Raymond affirmed a quorum of the Board was present.

Election of Officers for 2021 – Ms. Vukasin nominated Dave Bertelsen for Chair of the Planning Advisory Board/Zoning Commission. Ms. Shinaberger seconded the motion. All in favor, the nomination passed.

Dave Bertelsen nominated Charles Pankratz for Vice Chair of the Planning Advisory Board/Zoning Commission. Ms. Vukasin seconded the motion. All in favor, the nomination passed.

MINUTES

Chair Dave Bertelsen asked if there were any comments or corrections to the minutes of the meeting held on December 22, 2020. Seeing none, Mr. Mills moved to approve the minutes. Ms. Vukasin seconded, and all being in favor, the minutes were approved.

BOARD ACTIONS REQUIRING A PUBLIC HEARING

Conditional Use Permit for a “Worship facility” land use upon the property addressed as 511 Central Avenue and legally described as Lot 1-13, Block 316, Great Falls Original Townsite, Section 12, Township 20N, Range 3E, PMM, Cascade County, MT.

Brad Eatherly, Planner II, presented to the Commission. He stated that the applicant, The Potter’s House, submitted an application to request a Conditional Use Permit (CUP) to allow for a Worship Facility land use upon the property addressed as 511 Central Avenue. The Lead Pastor, Abram Baca, was there to answer any questions. The subject property is zoned C-4 Central Business Core, wherein a Worship Facility land use is permitted upon receiving approval of a Conditional Use Permit and fulfillment of any required conditions. Mr. Eatherly stated that The Potter’s House has been using the facility since February 2020. A commercial space located within the City of Great Falls is issued a Safety Inspection Certificate after the City County Health Department, Fire Department, Building Department, and Planning Department all look at different safety features. When the Planning Department looks at a property they check the zoning for the use, so when the SIC was submitted, it was flagged as needing a CUP and since they had already established themselves in the building, the Planning Department gave them a 6 month reprieve to get their affairs in order. There was another CUP at 427 Central Avenue for Calvary Church of Great Falls that was approved earlier in 2020, so The Potter’s House looked to them for guidance.

The space is an interior suite and had sat vacant for several years before Potter’s House moved in. The space will be used primarily on Sundays and Wednesdays in the evenings, so it is expected to have little traffic to the building during peak weekday times. Mr. Eatherly stated that Worship Facilities are permitted in most commercial zoning districts but do require a CUP in the C-4 zoning district.

Mr. Eatherly stated that on September 15, 2020, the City of Great Falls passed Ordinance 3221, which allows liquor licenses to be issued within 600 feet of worship facilities. Ordinance 3321

supersedes M.C.A. 16-3-603, which denies issuance of liquor licenses within 600 lineal feet from an entrance of a worship facility. Mr. Eatherly presented an Aerial Map, Zoning Map, and site photos to the Commission.

Mr. Eatherly also presented the Basis of Decision. The CUP is consistent with the Growth Policy. Specifically, it is consistent with the following provisions:

Env2.3.1 - In order to maximize existing infrastructure, identify underutilized parcels and areas with infill potential as candidates for redevelopment in the City.

Phy4.1.5 - Encourage and incentivize the redevelopment or adaptive reuse of vacant or underutilized properties so as to maximize the City’s existing infrastructure.

Mr. Eatherly stated that the conditional use will not be injurious to the use and enjoyment of the property due to the small size of the facility, the small congregation of 25-30 people, and the limited traffic and parking impacts. He also stated that the City Commission adopted Ordinance 3221 and that Staff recommends approval of the requested conditional use permit for the land use of “Worship facility” in the C-4 Central Business Core zoning district.

PROPONENTS

None.

OPPONENTS

None.

BOARD DISCUSSION AND ACTION

Mr. Pankratz asked how long the property had been vacant prior to The Potter’s House occupying it. Mr. Eatherly stated that he did not know exactly how long, but that the owner of the building, Gary Hackett, had stated that it was years. Mr. Bertelsen stated that any time that rental property is filled it is advantageous for all parties involved, especially in the downtown area.

MOTION: That the Zoning Commission recommend the City Commission approve the Conditional Use Permit subject to the applicant fulfilling the listed Conditions of Approval.

Made by: Mr. Pankratz
 Second: Ms. Buschmeyer

VOTE: All in favor, the motion carried

BOARD ACTIONS NOT REQUIRING A PUBLIC HEARING

Section 5303 Federal Transit Administration Funding Contract with the Montana Department of Transportation and the Great Falls Transit District.

Andrew Finch, Sr. Transportation Planner, presented to the Board. He stated that the Great Falls Transit District receives Planning Funds from the Federal Transit Administration. He stated that the funds are received by the City and “passed through” to the Transit District, and agreements are necessary with the State and the Transit District in order to receive and pass on the funds. They are routine agreements that are signed every year. The amount asked for is the

same as in previous years, except it is \$20,000.00 less this year because every other year the Transit District does a Ridership Survey, and 2021 is the off year.

Mr. Finch stated that the \$125, 252.00 will be used for:
Administration - \$19,055.00
Service Planning and Assessment - \$44,397.00
Service Enhancement - \$13,390.00
Americans with Disabilities Act (ADA) Implementation - \$48,410.00

BOARD DISCUSSION AND ACTION

MOTION: That the Planning Advisory Board approve the Section 5303 Contract with the Montana Department of Transportation and the Great Falls Transit District.

Made by: Mr. Mills
Second: Ms. Vukasin

VOTE: All in favor, the motion carried

Recommendation that Tory Mills serve another three year term as a Planning Advisory Board/Zoning Commission Board member.

BOARD DISCUSSION AND ACTION

Mr. Pankratz did note that Mr. Mills application was in the Agenda Packet in case anyone wanted to look at it.

MOTION: That the Planning Advisory Board/Zoning Commission recommend Tory Mills serve another three year term as a Planning Advisory/Zoning Commission Board member.

Made by: Mr. Vukasin
Second: Ms. Shinaberger

VOTE: All in favor, the motion carried

COMMUNICATIONS

Mr. Raymond stated that there will be a request from the Great Falls International Airport for Tax Increment Finance District Funds (TIF) funds coming up and also stated that an application was received for a Conditional Use Permit (CUP) for a Type II Contractor Yard at 214 7th Avenue South, so they may possibly be presented at one of the upcoming Planning Board Meetings.

PUBLIC COMMENT

NONE

ADJOURNMENT

There being no further business, Chair Bertelsen adjourned the meeting at 3:27 p.m.

CHAIRMAN

SECRETARY



Meeting Date: February 23, 2021

**CITY OF GREAT FALLS
PLANNING ADVISORY BOARD / ZONING COMMISSION AGENDA REPORT**

- Item:** Public Hearing – Conditional Use Permit for a “Contractor Yard, Type II” land use upon the property addressed as 214 7th Avenue South and legally described as Lots 5-10, Block 479, Section 12, T20N, R3E, P.M.M. Cascade County, Montana.
- Initiated By:** Steve Sheffels – Sheffels Farms, Inc.
- Presented By:** Brad Eatherly, Planner II, Planning and Community Development
- Action Requested:** Recommendation to the City Commission.

Public Hearing:

1. Chairman of the Commission conducts public hearing, pursuant to the Official Code of the City of Great Falls (OCCGF) § 1.2.050 and Title 17, Chapter 16, Article 6.
2. Chairman of the Commission closes public hearing and asks the will of the Commission.

Suggested Motion:

1. Commission Member moves:

“I move that the Zoning Commission recommend the City Commission (approve/deny) the Conditional Use Permit as legally described in the Staff Report, and the accompanying Findings of Fact, subject to the Conditions of Approval being fulfilled by the applicants.”

2. Chairman calls for a second, Commission discussion, and calls for the vote.

Background:

Sheffels Farms, Inc. has owned the subject property since the 1950s. While in the Sheffels Farms ownership, the property has typically been used in a fashion that would be considered industrial in nature. However, in recent years the property has had very little to no use on it.

Within the last year, a local bank has been renting the property in order to store heavy construction equipment that has been in the bank’s care while a bankruptcy case is being adjudicated. The land use that is associated with this type of property usage is a “Contractor Yard, Type, II,” which is conditionally permitted in the M-2 zoning district. This Conditional Use request is coming forward in response to a citizen’s complaint on the property regarding the amount of heavy equipment being stored at the location. When staff contacted the property owner, he indicated that he was unaware that the activity was not permitted by City zoning. Since the family had used the property for this type of land use in the past, he wanted the flexibility for contracting businesses to use the site in the future and brought forward this Conditional Use request.

The basis of decision for a Conditional Use Permit is listed in OCCGF § 17.16.36.040. The Zoning Commission's recommendation and the City Commission's decision to approve, conditionally approve, or deny an application shall be based on whether the application, staff report, public hearing, and additional information demonstrates that the criteria which are attached as Findings of Fact - Conditional Use have been met.

Improvements:

The only site improvement recommended is that the existing chain-link fence have privacy slats installed in order to screen the interior use of the property from the neighboring public, particularly the residentially zoned area to the east. There is a portion of the fence that juts out into the public 3rd Street South right-of-way that will need to be moved so that it is placed along the property line. A large portion of 8th Alley South was vacated in 1958 but a small portion was never vacated. Because the applicant has the portion of the alley that is still considered public right-of-way fenced off, City Staff is working with the applicant to vacate the remainder of the alley.

Proximity to Other Uses:

The Subject Property is located on a parcel that has historically had industrial uses. Properties to the north and the south are similar properties that have all been part of a railroad route dissecting the blocks in the middle. The property to the west is owned by BNSF Railroad and is a non-functioning former railroad right-of-way. Currently the property to the north provides health services to youth in the community. Carter Park, a city park, is to the northeast of the Subject Property. Directly to the east across 3rd Street South are residences and an administrative office for a local union. A business classified as a Light Industrial use is located to the south across 8th Avenue South.

Neighborhood Council Input:

The subject property is located in Neighborhood Council District 7. The applicant met with the Council on February 8, 2021, to discuss his request. The Council voted unanimously to recommend approval of the Conditional Use Permit. Staff has received a phone call asking what the proposed use would mean for the property but the caller voiced no opinions either way.

Concurrences:

Representatives from the City's Public Works, Fire/Rescue, and Building Departments have reviewed the proposal and have no objections to the issuance of the Conditional Use Permit.

Fiscal Impact:

Approval of the Conditional Use Permit would have no adverse financial impact upon the City of Great Falls. Giving the owner more flexibility to use the property through the Conditional Use process should assist the property in getting a more permanent use.

Staff Recommendation:

Staff recommends approval of the Conditional Use Permit, subject to the following conditions:

Conditions of Approval:

1. **Subsequent Modifications and Additions:** If, after establishment of the conditional use, the owner proposes to expand or modify the use, buildings, and/or structures, the Director of the Planning and Community Development Department shall determine in writing if such proposed change would alter the finding for one or more review criteria found in OCCGF § 17.16.36.040. If such proposed change would alter a finding, the proposal shall be submitted

for review as a new conditional use application. If such proposed change would not alter a finding, the owner shall obtain all other permits as may be required.

2. **Abandonment:** If the permitted conditional use ceases to operate for more than six months, the Conditional Use Permit shall expire.
3. **General Code Compliance:** The proposed project shall be developed consistent with the conditions of approval adopted by the City Commission, and all codes and ordinances of the City of Great Falls, the State of Montana, and all other applicable regulatory agencies.
4. **Acceptance of Conditions:** No zoning or building permits shall be issued until the property owner acknowledges in writing that it has received, understands, and agrees to comply with the conditions of approval.
5. **Site Improvements:** The existing fence shall have, at the minimum, slats installed to screen the use from the public outside the property. The portion of the fence that is located on City Right-of-Way shall be moved to the property line.

Alternatives:

The Zoning Commission could recommend denial of the Conditional Use Permit. If so an alternative Basis of Decision would be required to support this action.

Attachments/Exhibits:

Basis of Decision
Aerial Map
Zoning Map
Site Photos
Applicant Narrative

CONDITIONAL USE PERMIT - BASIS OF DECISION

The applicant is requesting the approval of a Conditional Use Permit (CUP) for Contractor Yard, Type II in the M-2 district.

1. The zoning and conditional use is consistent with the City's Growth Policy and applicable neighborhood plans, if any.

The proposed conditional use is consistent with the overall intent and purpose of the 2013 City Growth Policy Update. Allowing for the establishment of a contracting business on a property that has long been vacant will help stabilize the area and fulfill the following objectives from the City's Growth Policy:

Phy 4.1 – Encourage a balanced mix of land uses through-out the City.

Phy 4.1.5 –Encourage and incentivize the redevelopment or adaptive reuse of vacant or underutilized properties so as to maximize the City's existing infrastructure.

Eco 3.5 – Continue efforts to support and develop small businesses in Great Falls.

2. The establishment, maintenance or operation of the zoning and conditional use will not be detrimental to, or endanger the health, safety, morals, comfort or general welfare.

The CUP would have no detrimental impact upon the health, safety, morals, comfort or general welfare of the community. The subject property has historically seen uses that are industrial in nature for almost 70 years. The applicant has also agreed to screen the interior of the property from the general public by adding privacy slats to the 6-foot high chain link fence that currently surrounds the property.

3. The conditional use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

The conditional use will not be injurious. The property is surrounded by M-2 zoning and non-residential land uses on three sides. The land use designation of Mixed-Use Transitional supports the transition over time from a once-thriving industrial, railroad corridor with large tracts of land and large warehouse-type structures to a blend of light-industrial businesses, professional services, and other compatible uses.

The future contractor yard activity on the property will also be buffered adequately from the residentially zoned area to the east by the applicant's proposal to provide screening slats into the existing 6-foot high chain-link fence to help protect views from the general public outside of the property. This conditional use will not adversely impact the use, enjoyment or property value of any property in the immediate vicinity.

4. The conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

The proposed project will not impede the normal and orderly development and improvement of surrounding properties. There are no vacant lots in the immediate vicinity of the Subject Property. Adjacent property owners have been notified regarding the project. City Staff did receive a call from a neighbor with questions regarding how a "Contractor Yard, Type II" is defined by the Official Code of the City of Great Falls.

5. Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.

The facility is existing and currently has services and infrastructure that meet all City standards. The subject property will only be used to store construction vehicles and related materials within its boundaries but if, in the future services are needed, there are adequate City services to facilitate more development of the Subject Property.

6. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

The property and its proposed use have existing functioning ingress and egress. Existing driveway accesses are located on 7th Avenue South and 3rd Street South.

7. The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified by the City Commission.

The proposed project will conform to all the applicable regulations of the Land Development Code. The applicant is not proposing any new building on the property at this time.

EXHIBIT A

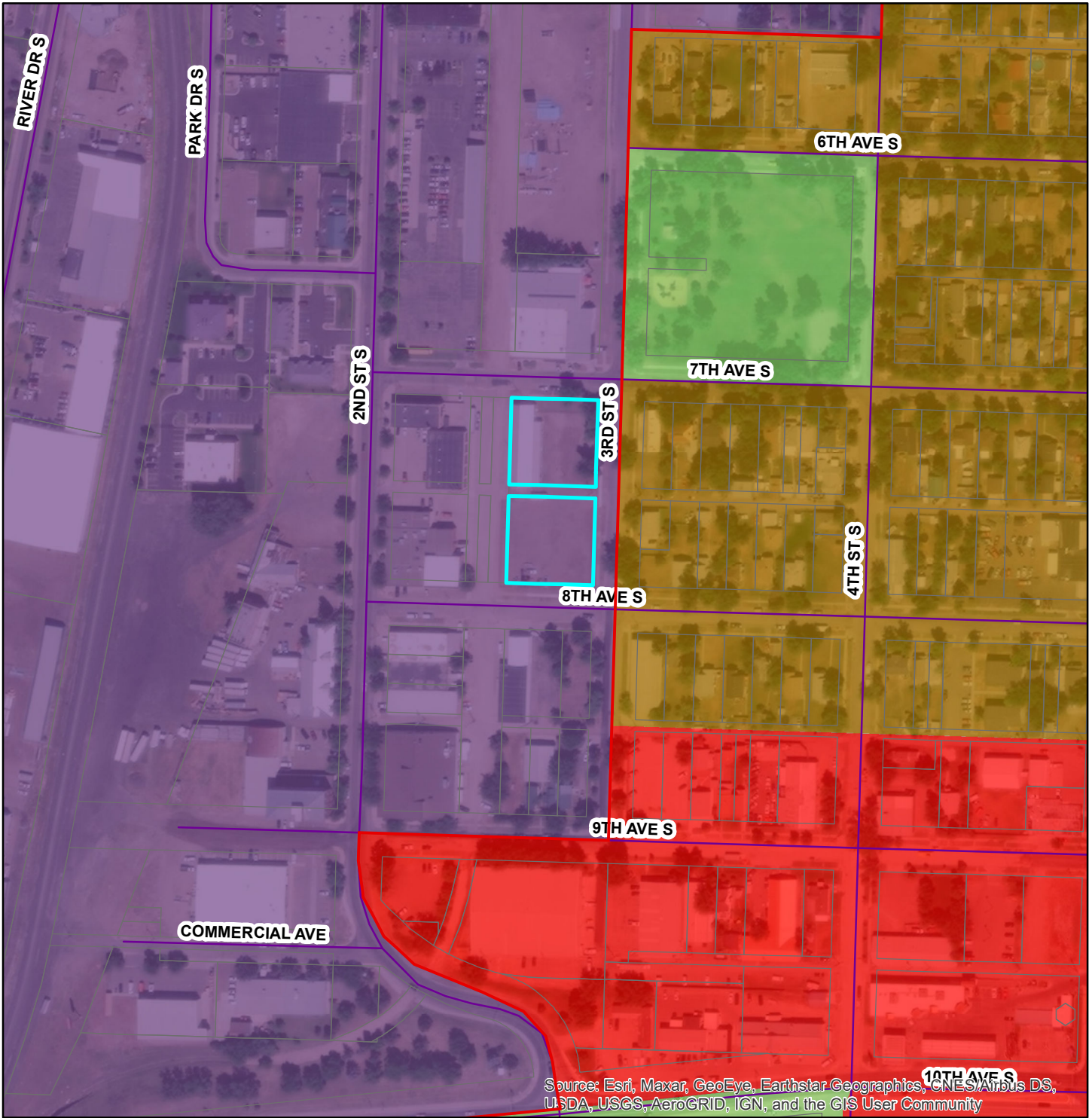






 Parcel selection

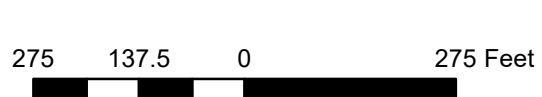
 City Limits



ZONING MAP



-  R-9 Mixed Residential
-  C-2 General Commercial
-  M-2 Mixed-use Transitional
-  POS Parks and Open Space















SHEFFELS FARMS, Inc.

PO Box 1545 Great Falls, MT 59403-1545
Office: (406) 761-8805 Shop: (406) 761-4882

January 20, 2021

Conditional Use Permit - Narrative

Sheffels Farms, Inc. (SFI) is requesting a Conditional Use Permit to continue to use its property at 214 7th Avenue South as a Contractor II type yard. As SFI is no longer operating its own business on the property it has been used as rental property for the last 40 some years. Without the Contractor II use designation which would allow for the property to be used by contractors, electricians, plumbers, heating and air and the like (trades) there are very few practical uses for the lot. Not allowing this use would be a significant 'taking' of value from the property.

During the majority of the time between the 1970's and now the back lot at 714 7th Avenue South has been unoccupied. It is difficult to find profitable, practical use of this space. Our only renters of this space have been the grain merchant and the contractor. Both of which fall into the Contractor II use designation.

Sheffels Farms was founded NE of Great Falls around 1918. It has been successfully farming small grains and oil seeds for over 100 years. The founders of the farm came from Washington State. One of the tenants of the successful farm business has been diversification. The family intermingled ownership of land in the farms in Washington and Montana to reduce the risk of crop failure in either state.

Sheffels Farms, Inc. was established in 1948. It is currently owned by John and Jim Sheffels, their children, grandchildren, and one nephew.

The family also owned Central Machinery Company which was the Caterpillar dealership in Great Falls, Havre, and Lewistown. SFI made its first purchase of property in downtown Great Falls in 1953.





Through the 50's, 60's, and some of the 70's the property was used as a heavy equipment dealership. Caterpillar tracked D-series tractors, motor graders, scrapers, loaders, and others were offloaded from rail cars, stored on the back lot, repaired, and loaded on trucks for delivery. This dealership was at the south end of "Machinery Row." There were many other equipment dealers further north up 2nd Street. The use of the yard at 714 7th Avenue South would have fit the definition of 'Contractor Type II' during this time. Although this industrial use of the entire lot would no longer be allowed, SFI would like to continue to use the yard for storage of equipment and materials.

The surrounding property hasn't physically changed very much over this time. The property does border a residential zone for ½ block on 3rd St South and 8th Avenue South. At some point the city re-zoned Machinery Row as M-2, mixed-use transitional.

17.20.2.040.A.14 - Establishment and purpose of districts.

M-2 Mixed-use transitional. This district is intended to promote a transition over time to a predominately mixed-use land use pattern. Because of changing economic conditions and other factors, some current uses do not represent the highest and best use, given other more suitable areas. Current industrial uses and warehouses are not considered nonconforming. As such, **current industrial uses and warehouses existing at the time this Title was adopted are allowed to expand or to be re-established, if damaged, provided development and appearance standards under the purview of the Design Review Board are met.** (See [Chapter 28, Section 17.28.050.](#)) Uses characteristic of this district are the same as those found in the previously described M-1 District.

(highlighting added)

Item 29. Of Exhibit 28-1 of Chapter 28, Section 17.28.050 referenced above states:

29. Exterior storage of materials. Exterior storage of materials in an M-2 zoning district shall be attractively screened.

This property is currently fenced with 6-foot high chain link topped with security wire. If this CUP is approved, SFI will add slats to the entire existing fence to effectively screen the contents of the yard from view. We have spent significant effort looking for a more attractive, cost effective alternative, but this is the best that is available. We are very open to explore other, more attractive options.

As this is a rental property, SFI requests that this CUP apply to the property regardless of the current occupant, prior use, occupancy, or owner.



Sheffels Farms, Inc.
 CUP application – Site Plan
 Add Dark Brown screening to existing
 Chain link fence (outlined in black)



Agenda #: _____
 Board Meeting Date: Feb. 23, 2021

CITY OF GREAT FALLS
PLANNING ADVISORY BOARD / ZONING COMMISSION AGENDA REPORT

Item: FFY 2021-2025 Great Falls Transportation Improvement Program (TIP)
Initiated By: Great Falls MPO Process
Presented By: Andrew Finch, Senior Planner
Action Requested: Approve FFY 2021-2025 Transportation Improvement Program (TIP)

Suggested Motion:

1. Board Member moves:

“I move that the Planning Advisory Board approve the Federal Fiscal Year 2021-2025 Great Falls Transportation Improvement Program.”

2. Chair calls for a second, public comment, Board discussion, and calls for the vote.

Background:

The Transportation Improvement Program (TIP) is a staged, five-year program of transportation projects scheduled for implementation in the Great Falls Metropolitan Area. The TIP is the implementing tool of the Long Range Transportation Plan, and major projects must be in the Plan before they can be included in the TIP. It includes projects financed with U. S. Department of Transportation funds, as well as major projects on major routes funded with other sources. The TIP also shows funding sources, by project phase and year of implementation and is financially constrained.

From time-to-time, but at least every four years, the TIP must be updated to reflect the most recent information and ensure compliance with the most recent Federal transportation planning regulations. The TIP last received a full update in 2018, with amendments in 2019 and 2020. The Great Falls Planning Advisory Board is being asked to review and approve the TIP, and accept any public comment on the document.

Overview:

The proposed TIP covers Federal Fiscal Years 2021 through 2025. It is a continuation of projects in the current TIP, with some minor new projects. No new projects of note are in the proposed TIP. However, some project cost estimates have been updated and some project phases moved into another fiscal year as project development schedules change.

Major projects in the TIP include:

- Stuckey Road – Reconstruct (pave) from NW Bypass approximately ½ mile north;

- 9th St NW/Watson Coulee Rd – Reconstruct to Collector Standards (9th St NW from Central Ave W to NW Bypass, Watson Coulee Rd from Vaughn Rd to NW Bypass);
- Gore Hill Interchange – Reconstruct, including additional southbound lane on I-15 and new bridge;
- Great Falls North – Reconstruction of US 87 north of the Bootlegger Trail intersection, including passing and turn lanes; and
- Fox Farm Rd – Pavement preservation, Alder Dr. to City limits.

All of the above projects are currently under design or construction.

Public Comment:

The TIP was advertised for public comment for 30 days, as required by the public involvement procedures outlined in the TIP document. No comment was received. However, the Montana Department of Transportation did note some minor corrections that have been incorporated into the document.

Fiscal Impact:

There would be no negative fiscal impact to the City of Great Falls as a result of this action. The City would benefit by assisting local transportation projects to move forward through design and construction phases.

Staff Recommendation:

Staff recommends approval of the FFY 2021-2025 Transportation Improvement Program.

Alternatives:

The Planning Advisory Board could choose to not approve the FFY 2021-2025 Transportation Improvement Program, however, ultimate approval lies with the Policy Coordinating Committee.

Attachment:

- FFY 2021-2025 Transportation Improvement Program

Great Falls TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**Federal Fiscal Years
2021 – 2025**

Prepared by:

**Great Falls Metropolitan Planning Organization in cooperation with
City of Great Falls
County of Cascade
Great Falls Transit District
Montana Department of Transportation
Federal Highway Administration
Federal Transit Administration**

Approved by:

TAC:

PCC:

MDT:

FHWA:

FTA:

The preparation of this report has been financed in part through a grant from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Agenda #6.

Great Falls FFY 2021-2025 Transportation Improvement Program

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Acronyms

BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CO	Carbon Monoxide
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY/FFY	Fiscal Year/Federal Fiscal Year. The local and state government fiscal year runs from July 1 - June 30. The Federal fiscal year runs from October 1 – September 30.
HSIP	Highway Safety Improvement Program
IC	Incidental Construction
IM	Interstate Maintenance. IM is a state sub-allocated program funded by the federal National Highway Performance Program
MACI	Montana Air and Congestion Initiative
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDT	Montana Department of Transportation
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NH	National Highway System. NH is a state sub-allocated program funded by the federal National Highway Performance Program
PCC	Policy Coordinating Committee. The policy body for transportation planning for the Great Falls urbanized area
PE	Preliminary Engineering
ROW	Right of Way
RP	Road Reference Post
SAFTEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFC	State Funded Construction
SRTS	Safe Routes to Schools
SIP	State Implementation Plan. A plan for improving air quality in Montana
STIP	State Transportation Improvement Program
STPP	Surface Transportation Program - Primary
STPU	Surface Transportation Program - Urban
STPX	Surface Transportation Program - Off System
TA	Transportation Alternatives Program
TEA-21	Transportation Efficiency Act for the 21 st Century
TCM	Transportation Control Measure
TIP	Transportation Improvement Program. A multi-year program of highway and transit projects on the Federal aid system, which addresses the goals of the long-range plans and lists priority projects and activities for the region.
TAC	Technical Advisory Committee. The advisory body for transportation planning for the Great Falls urbanized area. The TAC recommends projects to the PCC for review and approval.
UPP	Urban Pavement Preservation

Introduction

FAST Act

The Fixing America's Surface Transportation (FAST) Act is the most recent Federal funding act, authorizing funding for Federal transportation programs for the five-year period from 2016-2020, with Congressional extension to cover the current period. It is the current authorization for Federal Surface Transportation funding. At the local level, the FAST Act requires that each Metropolitan Planning Organization (MPO) prepare a financially constrained transportation project programming document called a Transportation Improvement Program (TIP). While the FAST Act may have replaced earlier authorization acts, any previously obligated but unspent funds under the previous acts are still available at this time.

About the Transportation Improvement Program

The TIP is a staged, prioritized five-year capital improvement plan for implementation of the Great Falls Long Range Transportation Plan, expenditure of Surface Transportation Federal Aid dollars, and construction of other capital projects that occur on Great Falls' Federal-Aid roadways. Developed in cooperation with local, state and federal agencies, the TIP includes transportation facilities and projects that are the responsibility of the State, County and City.

The U S Department of Transportation issues regulations for Transportation Planning, updating them from time to time. Regulations guiding metropolitan area planning are generally outlined in Title 23 CFR part 450, and Title 49 Section 5303. These regulations govern the development of this Transportation Improvement Program (TIP).

As specified in the regulations, this Transportation Improvement Program:

- Is a staged, multi-year, intermodal program of transportation projects;
- Is consistent with the transportation plan;
- Is developed and updated by the transportation policy body of the area in cooperation with state and local officials and other affected transportation and implementing agencies, including affected public transportation providers such as the Great Falls Transit District;
- Is updated at least every four years;
- Updated with a frequency and cycle compatible with the State Transportation Improvement Program (STIP) development and approval process;

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- Covers a period of not less than four years, although additional years are considered informational; (The Great Falls TIP is a five year program);
- Includes a priority list of projects to be implemented during the time frame of the program;
- Is fiscally constrained by year and includes a financial plan. All revenue and cost estimates for the TIP use an inflation rate to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State, and public transportation operator (Great Falls Transit District);
- May be modified at any time; and,
- In non-attainment and maintenance areas, such as the Great Falls Metropolitan Area, is subjected to an air quality conformity determination by the MPO, FHWA and FTA in accordance with Federal Clean Air Act requirements, EPA conformity regulations and State of Montana air quality rules, as pertain to conformity.

Additionally, the Transportation Improvement Program includes:

- All capital and non-capital surface transportation projects or identified phases of a project within the Great Falls Metropolitan Planning Area proposed for funding under Title 23, U.S.C. and the Federal Transit Act, excluding (at local discretion): safety projects, emergency relief projects and planning and research activities;
- Only projects that are consistent with the transportation plan;
- All regionally significant transportation projects for which an FHWA or FTA approval is required whether or not the projects are to be funded with Title 23, U.S.C. or Federal Transit Act funds;
- For informational purposes and air quality analysis in non-attainment and maintenance areas, all regionally significant transportation projects proposed to be funded with Federal funds not noted above or to be funded with non-Federal funds.

With respect to each type of project generally described above, the TIP also includes:

- Sufficient descriptive material to identify the project or phase;
- Estimated total cost, reflected in year of expenditure dollars;
- The amount of Federal funds proposed to be obligated during each program year;

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- The proposed source of Federal and non-Federal funds;
- Identification of the agencies responsible for carrying out the project;
- In non-attainment and maintenance areas, identification of those projects which are identified as Transportation Control Measures (TCMs) in the applicable State Implementation Plan, and in sufficient detail for air quality analysis; and,
- In areas with Americans with Disabilities Act required Paratransit Plans, identification of those projects which will implement the plans.

As a management tool for monitoring progress in implementing the transportation plan, the TIP shall:

- Identify the criteria and process for prioritizing implementation of transportation plan elements for inclusion in the TIP and any changes in priorities from previous TIPs;
- List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects;
- In non-attainment and maintenance areas, describe the progress in implementing any required Transportation Control Measures (TCMs) and include a list of all projects found to conform in a previous TIP and are now part of the base case for the purpose of air quality conformity analyses. Projects shall be listed until constructed.

TIP Process and Development

The Great Falls Metropolitan Planning Organization prepares the TIP in cooperation with the City of Great Falls, Cascade County, Great Falls Transit District, Montana Department of Transportation, Federal Highway Administration, Federal Transit Administration, Malmstrom Air Force Base and other partners in the Transportation Planning Process. To help guide the preparation and adoption of updates, amendments and modifications to the TIP, the following procedures are generally followed:

UPDATE, AMENDMENT AND ADMINISTRATIVE MODIFICATION PROCEDURES

From time to time, a full update to the TIP is required. The update must be at least every four years but may occur sooner. Between updates revisions to the TIP may be necessary. Revisions may be "major" or "minor". A major revision is termed an "Amendment", while a minor revision is termed an "Administrative Modification."

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The Great Falls MPO has established the following procedures for Update, Amendment and Administrative Modification of the TIP:

1) Update

If, in staff's determination, any of the following conditions apply, a full Update to the TIP will be performed:

- a. Sufficient time has elapsed since the last Update (generally, 2-3 years); or,
- b. A sufficient number of projects have been completed (or added or removed) that the majority of the information contained in the TIP is out-of-date; or,
- c. The amount of available funding has changed to a degree that the fiscal constraint of the TIP has come into question. This could also be triggered through significant changes to the costs of committed projects; or,
- d. If directed to do so by TAC and PCC; or,
- e. The regulatory 4-year deadline for update is approaching; or,
- f. Other significant changes, such as changes to Federal Transportation Planning laws, have triggered the need.

Upon initiating an update, TAC members will typically be asked to volunteer or may be appointed by the Chairman to aid MPO staff in the preparation of the update. TAC member involvement may include nomination of new projects, updating cost estimates or project scopes, recommendation of project priorities, review of the Transportation Plan for relevant provisions, etc. MPO staff will lead and coordinate the update process.

Public notice will be made on the MPO's website when the update is initiated. A 30 day formal public comment period, advertised in the newspaper and on the MPO's website, will precede a public hearing held by either TAC or the Great Falls Planning Advisory Board (Great Falls MPO). Action by PCC will follow the close of the formal public comment period and consideration by TAC. However, public comment upon the TIP may be provided prior to and at the TAC meeting and PCC meeting where adoption of the TIP is considered.

Other relevant provisions of the MPO's Public Involvement Plan will be followed, as appropriate.

2) Amendment

An "amendment" is a revision that involves a major change to a project included in the TIP, including the addition or deletion of a project or a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes (including those where a phase or phases are outside the timeframe of the TIP), do not require an amendment.

Public Notice will be made on the MPO's website for opportunity for public review and comment. Amendments will be approved by TAC and PCC.

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3) Administrative Modification

An “administrative modification” is a minor revision that includes minor changes to project or project phase costs, minor changes to funding sources of previously included projects, and minor changes to project or project phase initiation dates. An administrative modification does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination.

Administrative Modifications will be approved by TAC and PCC at scheduled meetings. In instances of need for expedited action, TAC and PCC may consider action by e-mail, if the respective chairs so choose.

Performance Measures

Planning “Performance Measures” are a tool by which the effectiveness of the transportation programs can be measured. The Federal Fixing America’s Surface Transportation (FAST) Act mandates the adoption of Performance Measures and Targets by MPOs and States, and that they be included in the MPOs Long Range Transportation Plan and TIP.

The Great Falls MPO has adopted the measures and targets set by the Montana Department of Transportation, and has committed to meeting the targets through implementation of its LRTP. The MPO has adopted the State’s measures and targets for safety, pavement and bridge condition, system performance, freight and CMAQ, and will support the Great Falls Transit District’s measures associated with transit. To support the targets, the MPO will plan and program projects that contribute toward meeting the targets for each Performance Measure.

The measures and targets may be found in the MPO’s adopted Long Range Transportation Plan (LRTP), and are incorporated by reference in this Transportation Improvement Program.

Relationship Between TIP and State Implementation Plan

A Transportation Improvement Program (TIP) is a multi-year staging program. It includes projects and improvements recommended from the transportation plan and identifies priorities, anticipated time frames and annual activities for implementation.

A State Implementation Plan (SIP), as it relates to transportation-related air pollutants, identifies air pollution control strategies for areas which are in non-attainment of National Ambient Air Quality Standards.

Transportation-related air pollutants are best controlled or reduced through implementation of transportation-related control strategies. These control strategies are identified and developed through the SIP preparation process. In general, the process defines solutions to air quality problems in non-

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attainment areas. To ensure that the identified solutions or strategies are implemented in accordance with the timeframe in the SIP for attainment of standards, these solutions or strategies are also programmed in the TIP.

When the Great Falls area was designated as non-attainment of secondary standards for total suspended particulates (TSP) in the late 1970s, a cooperative effort by the State Air Quality Bureau, City-County Health Department, City of Great Falls, Montana Department of Transportation and City-County Planning Board resulted in the analysis, review and selection of TSP control strategies. The problem involved inadequate street sanding materials and street sweeping operations during winter months. As such, the level of effort to attain standards primarily involved improving the sanding materials and sweeping operations.

These solutions solely involved seasonal maintenance and operation budgets and did not require any major capital expenditure. As such, the solutions, as identified in the Great Falls portion of the SIP, were not included in the TIP, as would have been the case if major cost intensive improvements were needed.

With the past designation of the Great Falls area as non-attainment of Carbon Monoxide standards, a revision to the SIP was conducted. However, the strategy proposed in the SIP was not included in the TIP because of the nature of the strategy, which was to rely upon the newer model of automobiles to remedy the problem. This was on the premise that the newer autos being designed would emit fewer pollutants. If local and State resources had been required, the strategies would have been included in the TIP under a time frame, which corresponded with that of the SIP. This would assure that the two were consistent and that standards would be attained in accordance with an established timeframe.

Because the Great Falls area did not attain compliance with carbon monoxide (CO) standards through implementation of the strategy or within the established timeframe, a different study effort was initiated during FFY 1989. However, in early 1992, the Great Falls non-attainment area was reclassified as a "not classified" non-attainment area. As such, an SIP update was not required, but an emissions inventory was developed to establish a data base for TIP conformity determinations and for requesting a re-designation as an attainment area.

A 1996 base year emissions inventory was submitted to EPA in February 2000, along with a ten year maintenance plan and a request to re-designate Great Falls as an attainment area. In May 2002, EPA re-designated Great Falls as a "limited maintenance plan" attainment area. With the re-designation, Great Falls must still comply with the ten year plan (through 2012) and has recently submitted a revised maintenance plan that provides for maintenance of the CO standards for an additional ten years. This second maintenance plan is currently in the hands of EPA, and this TIP is considered compliant for Air Quality requirements. The State Air Quality Bureau and the City-County Health Department continue to monitor and analyze CO levels in Great Falls to help demonstrate ongoing compliance with the CO standards.

In that no required Transportation Control Measures (TCMs) are included in the SIP, there are no specific TCMs recommended for implementation in this TIP. However, as a prerequisite for receiving Federal-aid transportation funds through the TIP, a determination must be made that the proposed transportation projects do not cause or contribute to violations of the carbon monoxide ambient air quality standards. This determination is made through a regional emissions analysis, which assesses the TIP's impact on vehicle-use patterns and associated carbon monoxide levels. An analysis, which meets the EPA conformity determination regulations specified in 40 CFR Part 51, was performed in conjunction with the development of the Great Falls Area Long Range Transportation Plan - 2018. The Plan was found to conform in late 2018. Because transportation projects in the TIP are contained in the Plan's regional emissions analysis, a separate analysis is not necessary.

Energy Conservation Considerations in the TIP

In the past, energy impact analyses have been conducted as a part of the urban transportation planning process, particularly in systems planning activities and in environmental impact statements during specific project planning activities. Additionally, attention was given to energy conservation and contingency planning.

Many effective energy conservation techniques include reduction in the dependence upon fossil fuels. Inclusion of projects that encourage ride sharing (such as public transit) and non-motorized projects (such as sidewalk and biking projects) have been and continue to be included in the TIP, as well as the Long Range Transportation Plan.

Annual Listing of Obligated Projects

In accordance with 23 CFR §450.334 regarding the development of an annual listing of projects for which Federal funds have been obligated in the preceding year, this annual listing is available in the offices of the Great Falls Planning Advisory Board (MPO), as well as on the MPO's webpage, hosted as part of the Great Falls Planning & Community Development Department's website at: <https://greatfallsmt.net/planning/transportation-planningmpo>.

Financial Constraint and the Financial Plan

The TIP must be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds can reasonably be expected to be available may be included.

The funding charts on the following pages show funds currently available to finance the projects contained within the TIP, and serve as the TIP's financial plan. The federal and state revenue projections are based on best estimates provided through the MDT and local agencies. As shown in the funding charts, the TIP is financially constrained.

Indirect Cost Recovery and the TIP

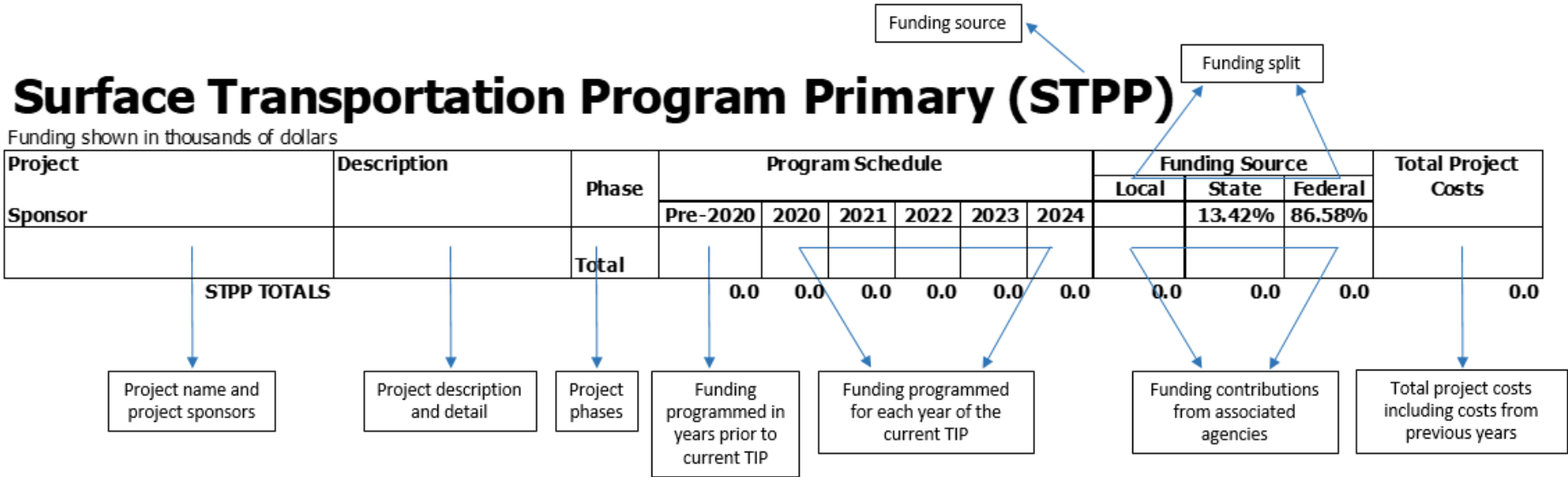
The Montana Legislature enacted House Bill 21 (Section 17-1-105 MCA) during the 2002 Special Session as a general fund savings measure. This legislation requires all state agencies, including MDT, to fully recover indirect costs associated with Federal and third party grants. The purpose of indirect cost recovery is to maximize the use of Federal funds for all costs associated with delivering Federal programs. The Federal Highway Administration (FHWA) directed MDT to assess accountability of both direct and indirect costs at the project rather than the program level in order to provide full accountability of both direct and indirect costs.

Indirect costs are applied at the project level to all applicable Federal funding categories in this TIP. Transfers to FTA for projects that FTA administers are considered pass through and are not subject to indirect cost recovery (i.e. CMAQ/STPU transfers eligible for transfer to Section 5307). Sections 5310, 5311, are administered by MDT and are subject to indirect cost recovery.

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Understanding the TIP Funding Tables

The TIP project funding tables consist of multiple components, designed to fully represent project information and costs, including funding sources and project phases. The image below identifies and explains each of the various components of the TIP project funding tables, and can be used as a tool to understand the information being presented within the funding tables.



All construction projects included in the TIP will be completed in multiple phases (i.e. PE, RW, IC, and CN). Funding for each construction project is broken down by the costs of each specific phase. The table below provides a description of construction project phases and additional project phases the reader can expect to see within TIP funding tables.

Project Phase	Description
CN	Construction – Construction and/or reconstruction work performed by the agency or contractor
IC	Incidental Construction – ‘Safety net’ for unexpected construction expenditures
OT	Other – Additional programmatic expenditures including but not limited to costs for education and outreach
PE	Preliminary Engineering – Analysis and design work completed prior to project construction (the abbreviation EIS will be added if phase includes an environmental impact statement), performed by a consultant and/or MDT
Purch.	Purchase – Procuring equipment, software, vehicles, or facilities
RW	Right of Way – Tasks associated with acquiring and preparing the right of way for a project (e.g. property acquisition and utility relocation)
Transit	Transit operations

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Projects List

PROJECT	UPN	SCOPE	COMMENTS
CMAQ			
Stuckey Road	9532	Reconstruction of Stuckey Road from NW Bypass to City Limits in Great Falls L-7-77: RP 0 to 0.426	
River's Edge Trail Connector	9762	Shared-use path connection between Broadwater Bay and 1st Avenue North Along River Dr. S.	
STPU			
Durable Pavement Markings			
Urban System Maintenance Program			
9th ST NW/Watson Coulee Road	9810	Reconstruction project on 9th Street NW from NW Bypass to Central Avenue West and Watson Coulee Road from NW Bypass to Vaughn Road. U-5237: RP 0 to RP 0.242 U-5238: RP 0 to RP 0.57	
IM			
MDT Preventative Maintenance		Pavement Preservation	
Ulm - Great Falls	9589	Pavement Preservation I-15: RP 270.8 to RP 282.2	Segment within the Urban Area
Fox Farm Road - West (I-315)	9590	Pavement Preservation/Bridge Deck Improvements I-315: RP 0.0 to RP 1.4	
I-15 Slide Repair	9813	Slope Stabilization I-15: RP 278.8 to RP 279.2	
E-15 Emerson Jct. to Brady (N & S)		Roadway Epoxy Striping I-15: RP 282.5 to RP 284.4	Segment within the Urban Area

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Gore Hill Interchange	9345	Reconstruction of the Gore Hill Interchange on Interstate 15 (I-15) near Great Falls. I-15: RP 277.6 to 278.5	
NH			
MDT Preventative Maintenance		Pavement Preservation	
6 th Street SW – Great Falls	9856	Pavement Preservation N-122: RP 0.0 to RP 1.3	
15 th St – 8 th Ave N to Bootlegger		Roadway Epoxy Restriping N-10: RP 1.3 to RP 2.8	
14 th St – 12 th Ave N to 8 th Ave N		Roadway Epoxy Restriping N-110: RP 0 to RP 0.3	
Great Falls – North	7625	Reconstruction and Widening with passing and turn lanes N-10: RP 92.1 to RP 11	
Central W. I-15 Interchange to Park Dr.		Roadway Epoxy Restriping N-103: RP 0 to RP 1.8	
NW Bypass – I-15 Ramp to 3 rd St NW		Roadway Epoxy Restriping N-123: RP 0 to RP 3.2	
Base Road – 57 th St to Base Gate		Roadway Epoxy Restriping N-105: RP 0 to RP 0.5	
10 th Ave S – 26 th St S to Fox Farm		Roadway Epoxy Restriping N-60: RP 92.1 to RP 95.7	
6 th St SW - Great Falls	9846	Pavement Preservation N-122: RP 0 to RP 1.29	
STPX, STPS, SFCN			
Annual Operations & Maintenance - State		Urban wide	
Annual Operations & Maintenance - Local		Urban wide	
HSIP			
Various Safety Projects			
SF 179 Park Dr 1st Ave N Sfty	9656	Intersection Improvements N-103: RP 1.65 to RP 1.8 N-124: RP 0.62 to RP 0.696	
SF 169 I-15 HT Cable Rail	9376	Install High Tension Cable Rail I-15: RP 280 to RP 290	

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SF 179 N-1- Rumble Strips	9649	Install Shoulder Rumble Strips N-10: RP 3 to RP 90	
UPP			
Various Preservation Projects		Pavement preservation	
Fox Farm Road - Great Falls	9759	Pavement preservation U-5220: RP 0.08 to RP 1.245	
MACI			
MDT MACI		Statewide CMAQ - Traffic Mitigation	
MDT MACI		Statewide CMAQ - ADA Compliance	
EARMARK			
Fox Farm Road - Great Falls	9759	Pavement Preservation U-5220: RP 0.08 to RP 1.245	Covers Environmental Doc., PE, RW
100 % Locally Funded Projects			
Various Projects		Annual Operation and Maintenance	
State Funded Maintenance			
Various Maintenance Projects		Maintenance	

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Estimated Revenue

Amounts shown in thousands of dollars

Federal Fiscal Year	STP/S*/X*														SUBTOTAL
	CMAQ**	STPU*	IM*	NH*	NHFP*	SFCN	STPP*	RRS	HSIP*	BR*	UPP*	MACI*	BUILD**	TA*	
Carryover	9,098.3	3,588.9													12,687.2
FFY 2021	1,390.2	1,430.4	691.3	1,313.1	0.0	2.6	0.0	0.0	200.0	0.0	550.0	543.5	0.0	200.0	6,321.1
FFY 2022	1,390.2	1,430.4	1,077.0	1,057.1	0.0	0.0	0.0	0.0	1,800.6	0.0	505.7	500.0	0.0	200.0	7,961.0
FFY 2023	1,390.2	1,430.4	500.0	4,458.3	0.0	0.0	0.0	0.0	200.0	0.0	500.0	500.0	0.0	200.0	9,179.0
FFY 2024	1,390.2	1,430.4	500.0	1,057.1	0.0	0.0	0.0	0.0	200.0	0.0	500.0	500.0	0.0	200.0	5,777.7
FFY 2025	1,390.2	1,430.4	14,090.5	1,057.1	0.0	0.0	0.0	0.0	200.0	0.0	500.0	500.0	0.0	200.0	19,368.2
TOTAL	16,049.5	10,740.9	16,858.7	8,942.7	0.0	2.6	0.0	0.0	2,600.6	0.0	2,555.7	2,543.5	0.0	1,000.0	61,294.2

Federal Fiscal Year	FTA 5307		FTA 5339		FTA 5310		GAS TAX			TOTAL
	Federal	Local	Federal	Local	Federal	Local	CITY	COUNTY	OTHER	
Carryover	0.0		0.0							12,687.2
FFY 2021	1,069.8	1,795.2	239.7	36.0	102.0	18.0	1,739.8	313.8	1,688.7	13,324.1
FFY 2022	1,069.8	1,823.9	239.7	36.0	102.0	18.0	1,739.8	313.8	1,794.9	15,098.8
FFY 2023	1,069.8	1,852.8	239.7	36.0	102.0	18.0	1,739.8	313.8	1,873.7	16,424.6
FFY 2024	1,069.8	1,882.1	239.7	36.0	102.0	18.0	1,739.8	313.8	1,647.4	12,826.2
FFY 2025	1,069.8	1,911.6	239.7	36.0	102.0	18.0	1,739.8	313.8	1,647.4	26,446.2
TOTAL	5,348.8	9,265.6	1,198.6	179.8	510.0	90.0	8,699.1	1,569.0	8,652.1	96,807.1

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding beyond 2020 will be subject to the obligation limitation set by the annual appropriations process.

NOTES:

These estimates are based on historical data and projections.

* STPU, IM, NH, NHFP, STPX, STPP, HSIP, BR, UPP, MACI, and TA funds include match.

**Reflective of federal share only.

Operations and Maintenance funds (average of Fiscal Years 2015-2017), local match, and CMAQ (local match) makes up OTHER

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Projects by funding source

Congestion Mitigation & Air Quality (CMAQ)

Funding shown in thousands of dollars

Unless otherwise indicated the matching ratios for these projects are 86.58% Federal and 13.42% Match

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2021	2021	2022	2023	2024	2025	Local 13.42%	State 13.42%	Federal 86.58%	
Carryover (Federal)				9,098.3	10,222.3	10,660.8	10,590.9	11,981.1				
Estimated allocation (Federal)				1,390.2	1,390.2	1,390.2	1,390.2	1,390.2				
Stuckey Road UPN 9532	Reconstruction	PE	150.0	104.3						34.1	220.2	254.3
		RW		5.9						0.8	5.1	5.9
		IC		105.0						14.1	90.9	105.0
		CN			1,054.5					141.5	913.0	1,054.5
<i>MDT</i>	L-7-77: RP 0 to 0.4	Total	0.0	215.2	1,054.5	0.0	0.0	0.0	0.0	190.5	1,229.2	1,419.7
River's Edge Trail Connector UPN 9762	Bike/Ped Shared use path Connector	PE	302.6	92.4						53.0	342.0	395.0
		RW			25.6					3.4	22.1	25.6
		IC			19.2					2.6	16.6	19.2
		CN				1,686.5				226.3	1,460.1	1,686.5
<i>MDT</i>	Along River Dr. S.	Total	302.6	92.4	44.7	1,686.5	0.0	0.0	0.0	285.3	1,840.8	2,126.2
Project Adjustments/Closures												
CMAQ Totals				307.6	1,099.2	1,686.5	0.0	0.0	0.0	475.9	3,070.0	3,545.9
Federal				266.3	951.7	1,460.1	0.0	0.0				
State				41.3	147.5	226.3	0.0	0.0				
Ending Balance (Federal)				10,222.3	10,660.8	10,590.9	11,981.1	13,371.4				

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

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Surface Transportation Program Urban (STPU)

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2021	2021	2022	2023	2024	2025	Local	State 13.42%	Federal 86.58%	
<i>Carryover</i>				3,588.9	4,200.4	5,395.2	6,590.0	7,580.4				
<i>Estimated Allocation (STPU)</i>				1,430.4	1,430.4	1,430.4	1,430.4	1,430.4				
Durable Pavement Markings		ALL		50.0	50.0	50.0	50.0	50.0		33.6	216.5	250.0
Urban System Maintenance Program		ALL		185.6	185.6	185.6	185.6	185.6		124.5	803.5	928.1
9th ST NW/Watson Coulee Road	reconstruction	PE	263.3	583.2						113.6	732.9	846.5
UPN 9810		RW					51.1			6.9	44.2	51.1
		IC					153.3			20.6	132.7	153.3
		CN						5,449.4		731.3	4,718.0	5,449.4
<i>MDT</i>	U-5237 RP 0 to 0.24	Total	263.3	583.2	0.0	0.0	204.4	5,449.4		872.3	5,628.0	6,500.3
<i>Adjustment/Closures</i>												
STPU Totals				818.8	235.6	235.6	440.0	5,685.0	0.0	1,030.4	6,647.9	7,678.4
Federal				708.9	204.0	204.0	381.0	4,922.0				
State				109.9	31.6	31.6	59.1	762.9				
Balance				4,200.4	5,395.2	6,590.0	7,580.4	3,325.8				

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions. Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

Great Falls FFY 2021-2025 Transportation Improvement Program

Interstate Maintenance (IM)*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Project Costs	
			Pre-2021	2021	2022	2023	2024	2025	Local	State		Federal
MDT-PREVENTATIVE MAINTENANCE - IM	Maintenance	All		500.0	500.0	500.0	500.0	500.0		219.0	2,281.0	2,500.0
<i>MDT</i>		Total		500.0	500.0	500.0	500.0	500.0	0.0	219.0	2,281.0	2,500.0
Gore Hill Interchange - GTF	Reconstruction of existing Interchange	PE	1,379.8							120.9	1,258.9	1,379.8
UPN 9345		RW			320.5					28.1	292.5	320.5
		IC			256.4					22.5	234.0	256.4
		CN						13,590.5		1,190.5	12,400.0	13,590.5
<i>MDT</i>	I-15 RP 277.6 to 278.5	Total	1,379.8	0.0	577.0	0.0	0.0	13,590.5	0.0	1,361.9	14,185.3	15,547.2
Ulm - Great Falls**	Pavement Preservation	PE	34.8							3.0	31.8	34.8
UPN 9589		CN	1,335.8	191.3						133.8	1,393.2	1,527.0
<i>MDT</i>	I-15 RP 270.8 to 282.2	Total	1,370.6	191.3	0.0	0.0	0.0	0.0	0.0	136.8	1,425.0	1,561.8
Fox Farm Road - West (I-315)	Pavement Preservation	PE	133.9							11.7	122.2	133.9
UPN 9590	Bridge Deck Improvements	CN	3,367.4							295.0	3,072.4	3,367.4
<i>MDT</i>	I-315 RP 0.0 to 1.4	Total	3,501.3	0.0	0.0	0.0	0.0	0.0	0.0	306.7	3,194.6	3,501.3
I-15 Slide Repair Great Falls	Slope Stabilization	PE	122.8							10.8	112.1	122.8
UPN 9813		CN	745.1							65.3	679.9	745.1
<i>MDT</i>	I-15 RP 278.8 to 279.2	Total	868.0	0.0	0.0	0.0	0.0	0.0	0.0	76.0	791.9	868.0
I-15N Emerson Junction to Brady	Roadway Epoxy Striping	All	9.0							0.8	8.2	9.0
UPN										0.0	0.0	0.0
<i>MDT</i>	I-15 RP 282.5 to 284.4	Total	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	8.2	9.0
I-15S Emerson Junction to Brady	Roadway Epoxy Striping	All	8.8							0.8	8.1	8.8
UPN										0.0	0.0	0.0
<i>MDT</i>	I-15 RP 282.5 to 284.4	Total	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.8	8.1	8.8
IM TOTAL			3,636.1	691.3	1,077.0	500.0	500.0	14,090.5	0.0	1,795.3	18,699.4	20,494.8

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

*IM is a state sub-allocated program funded by the federal National Highway Performance Program.

**Not all project locations are in the planning area.

Great Falls FFY 2021-2025 Transportation Improvement Program

National Highway (NH)*

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs
			Pre-2021	2021	2022	2023	2024	2025	Local	State 13.42%	Federal 86.58%	
Sponsor												
MDT-PREVENTATIVE MAINTENANCE - NH	Maintenance	All		1,057.1	1,057.1	1,057.1	1,057.1	1,057.1		709.3	4,576.1	5,285.4
<i>MDT</i>		Total		1,057.1	1,057.1	1,057.1	1,057.1	1,057.1		709.3	4,576.1	5,285.4
Great Falls - North**	Reconstruction and Widening with passing and turn lanes	PE	1,234.6	-96.8						152.7	985.2	1,137.9
UPN 7625		RW	410.0							55.0	355.0	410.0
		IC	168.7							22.6	146.1	168.7
		CN	19,992.0							2,682.9	17,309.1	19,992.0
<i>MDT</i>	N-10 RP 4.3 to 11	Total	21,805.4	-96.8	0.0	0.0	0.0	0.0	0.0	2,913.3	18,795.4	21,708.7
6th Street SW - Great Falls	Pavement Preservation	PE	189.0							25.4	163.6	189.0
UPN 9846		CN				3,401.3				456.4	2,944.8	3,401.3
<i>MDT</i>	N-122 RP 0.0 TO 1.3	Total	189.0	0.0	0.0	3,401.3	0.0	0.0	0.0	481.8	3,108.4	3,590.2
10th Ave S - 26th St S to Fox Farm - NH	Roadway Epoxy Striping	All		217.4						29.2	188.3	217.4
UPN												
<i>MDT</i>	N-60 RP 92.1 TO 95.7	Total		217.4	0.0	0.0	0.0	0.0		29.2	188.3	217.4
15th St. - 8th Ave N to Bootlegger - NH	Roadway Epoxy Striping	All		34.4						4.6	29.8	34.4
UPN												
<i>MDT</i>	N-10 RP 1.3 TO 2.8	Total		34.4	0.0	0.0	0.0	0.0		4.6	29.8	34.4
14th St. - 12th Ave N to 8th Ave N - NH	Roadway Epoxy Striping	All		5.0						0.7	4.3	5.0
UPN												
<i>MDT</i>	N-110 RP 0 TO 0.3	Total		5.0	0.0	0.0	0.0	0.0		0.7	4.3	5.0
Central W. I-15 Interchange to Park Dr. - NH	Roadway Epoxy Striping	All		45.8						6.1	39.7	45.8
UPN												
<i>MDT</i>	N-103 RP 0 TO 1.8	Total		45.8	0.0	0.0	0.0	0.0		6.1	39.7	45.8
NW Bypass - I-15 Ramp to 3rd St NW - NH	Roadway Epoxy Striping	All		39.9						5.3	34.5	39.9
UPN												
<i>MDT</i>	N-123 RP 0 TO 3.2	Total		39.9	0.0	0.0	0.0	0.0		5.3	34.5	39.9
Base Road - 57th St to Base Gate - NH	Roadway Epoxy Striping	All		10.3						1.4	8.9	10.3
UPN												
<i>MDT</i>	N-105 RP 0 TO 0.5	Total		10.3	0.0	0.0	0.0	0.0		1.4	8.9	10.3
NH TOTAL			21,994.4	1,313.1	1,057.1	4,458.3	1,057.1	1,057.1	0.0	4,151.8	26,785.3	30,937.0

Funding projections are based on best available information and are subject to change given current funding uncertainties and unknown impacts of future congressional or other federal actions.

Federal program funding availability may impact the scheduling of projects. Funding will be subject to the obligation limitation set by the annual appropriations process.

*NH is a state sub-allocated program funded by the federal National Highway Performance Program.

**Not all project locations are in the planning area.

Great Falls FFY 2021-2025 Transportation Improvement Program

Surface Transportation Program Off System (STPX), Secondary (STPS), State Funded Construction (SFCN)

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Project Costs		
			Pre-2021	2021	2022	2023	2024	2025	Local	State		Federal	
Central W - I-15 Interchange to 21 St. NW	Roadway Epoxy Striping	All		2.6							0.3	2.2	2.6
UPN											0.0	0.0	0.0
MDT	U-5240 RP 0 TO 0.3	Total	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.3	2.2	2.6
TOTALS			0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.3	2.2	2.6

Highway Safety Improvement Program (HSIP)

Funding is shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Project Costs	
			Pre-2021	2021	2022	2023	2024	2025	Local	State		Federal
SAFETY PROJECTS	Various Locations	ALL		200.0	200.0	200.0	200.0	200.0		100.0	900.0	1,000.0
MDT		Total		200.0	200.0	200.0	200.0	200.0	0.0	100.0	900.0	1,000.0
SF 169 I-15 HT CABLE RAIL	Install High Tension Cable Rail	PE	268.5							26.9	241.7	268.5
UPN 9376		CN			1,559.4					155.9	1,403.5	1,559.4
MDT	I-15 RP 280 to 290	Total	268.5	0.0	1,559.4	0.0	0.0	0.0	0.0	182.8	1,645.1	1,827.9
SF 179 N-10 Rumble Strips**	Install shoulder Rumble Strips	PE	22.0							2.2	19.8	22.0
UPN 9649		CN	362.8							36.3	326.5	362.8
MDT	N-10 RP 3 to 90	Total	384.8	0.0	0.0	0.0	0.0	0.0	0.0	38.5	346.3	384.8
SF 179 Park Dr 1st Ave N Sfty	Intersection Improvements	PE	16.5							1.6	14.8	16.5
UPN 9656	N-103 RP 1.65 to 1.8	CN			41.2					4.1	37.1	41.2
MDT	N-124 RP .6 to .7	Total	16.5	0.0	41.2	0.0	0.0	0.0	0.0	5.8	51.9	57.7
HSIP Totals			669.8	200.0	1,800.6	200.0	200.0	200.0	0.0	327.0	2,943.4	3,270.4

Great Falls FFY 2021-2025 Transportation Improvement Program

Urban Pavement Preservation (UPP)

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2021	2021	2022	2023	2024	2025	Local	State	Federal	
Sponsor										13.42%	86.58%	
URBAN PAVEMENT PRESERVATION		ALL		500.0	500.0	500.0	500.0	500.0		335.5	2,164.5	2,500.0
<i>MDT</i>	Various Locations	Total		500.0	500.0	500.0	500.0	500.0	0.0	335.5	2,164.5	2,500.0
Fox Farm Road - Great Falls	Pavement Preservation	PE	74.1	50.0						16.7	107.5	124.1
UPN 9759		RW			5.7					0.8	4.9	5.7
		IC			5.7					0.8	4.9	5.7
		CN			1,429.3					191.8	1,237.5	1,429.3
<i>MDT</i>	U-5220 RP 0.0 TO 1.2	Total	74.1	50.0	5.7	0.0	0.0	0.0	0.0	17.4	112.4	129.8
UPP TOTAL			74.1	550.0	505.7	500.0	500.0	500.0	0.0	352.9	2,276.9	2,629.8

Montana Air and Congestion Initiative (MACI)-Discretionary

Funding shown in thousands of dollars

Project	Description	Phase	Program Schedule						Funding Source			Total Project Costs
			Pre-2021	2021	2022	2023	2024	2025	Local	State	Federal	
Sponsor										13.42%	86.58%	
ADA COMPLIANCE		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	ADA upgrades	Total		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
TRAFFIC MITIGATION		All		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
<i>MDT</i>	Signalization	Total		250.0	250.0	250.0	250.0	250.0		167.8	1,082.3	1,250.0
3rd Street NW - Great Falls	Intersection and Signal upgrades	PE	233.3							31.3	202.0	233.3
		RW	55.0							7.4	47.6	55.0
		IC	1.1	8.0						1.2	7.9	9.1
		CN	883.7	43.5						124.4	802.8	927.2
UPN 9053	N-101 RP 1.0 TO 2.4	Total	883.7	43.5	0.0	0.0	0.0	0.0	0.0	124.4	802.8	927.2
<i>MDT</i>		Total	883.7	543.5	500.0	500.0	500.0	500.0	0.0	459.9	2,967.3	3,427.2

Great Falls FFY 2021-2025 Transportation Improvement Program

Transportation Alternatives

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project Costs	
			Pre-2021	2021	2022	2023	2024	2025	Local	State	Federal		
Sponsor													
Transportation Alternatives													
<i>MDT/Locals</i>	Various Locations	All		200.0	200.0	200.0	200.0	200.0	200.0	0.0	0.0	0.0	0.0
		Total	0.0	200.0	200.0	200.0	200.0	200.0	200.0	0.0	134.2	865.8	1,000.0
	TA TOTALS		0.0	200.0	200.0	200.0	200.0	200.0	200.0	0.0	134.2	865.8	1,000.0
	Federal		0.0	173.2	173.2	173.2	173.2	173.2	173.2				
	Local		0.0	26.8	26.8	26.8	26.8	26.8	26.8				

Funding dependent on the outcome of a competitive process and funding availability.

Earmark

Funding shown in thousands of dollars

Project	Description	Phase							Funding Source			Total Project	
			Pre-2021	2021	2022	2023	2024	2025	Local	State	Federal		
Sponsor													
Fox Farm Road - Great Falls	Pavement Preservation												
UPN 9759		CN			108.5						14.6	93.9	108.5
<i>MDT</i>	U-1031 RP 4.4-5.4	Total	0.0	0.0	108.5	0.0	0.0	0.0	0.0	0.0	14.6	93.9	108.5
		Total	0.0	0.0	108.5	0.0	0.0	0.0	0.0	0.0	14.6	93.9	108.5

Great Falls FFY 2021-2025 Transportation Improvement Program

Federal Transit Administration Section 5307*

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2021-2025
			2021	2022	2023	2024	2025	Local 50%	State	Federal 50%	
Sponsor											
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0				
<i>5311 Transfer from State(Fed Share)</i>											
<i>Allocation (Estimated)(Fed Share)</i>			1,069.8	1,069.8	1,069.8	1,069.8	1,069.8				
Transit Operations**											
<i>GFTD</i>		Total	2,865.0	2,893.7	2,922.6	2,951.8	2,981.3	9,265.6		5,348.8	14,614.4
Purchase buses	Recurring Purch.							0.0		0.0	0.0
Expansion Cutaway								0.0		0.0	0.0
Replacement Buses								0.0		0.0	0.0
<i>GFTD</i>		Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5307 TOTALS*			2,865.0	2,893.7	2,922.6	2,951.8	2,981.3	9,265.6	0.0	5,348.8	14,614.4
Federal			1,069.8	1,069.8	1,069.8	1,069.8	1,069.8				
Local			1,795.2	1,823.9	1,852.8	1,882.1	1,911.6				
Ending Balance (Federal)			0.0	0.0	0.0	0.0	0.0				

*FTA administered funds are not subject to indirect cost recovery.

**Total local funding reflects an overmatch on federal share. Operations

Match ratio is 50/50.

Federal Transit Administration Section 5339

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2021-2025
			2021	2022	2023	2024	2025	Local 15%	State	Federal 85%	
Sponsor											
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0				
<i>Allocation (Estimated)</i>			239.7	239.7	239.7	239.7	239.7				
Bus Purchases	Replacement							0.0		0.0	0.0
<i>Great Falls Transit District</i>	85/15 for ada		239.7	239.7	239.7	239.7	239.7	179.8		1,018.8	1,198.6
Bus, Facilities, and Technology	Upgrade facilities, replace										
<i>Great Falls Transit District</i>	buses, add technology		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
SECTION 5339 TOTALS			239.7	239.7	239.7	239.7	239.7	179.8	0.0	1,018.8	1,198.6
Federal			203.8	203.8	203.8	203.8	203.8				
Local			36.0	36.0	36.0	36.0	36.0				
Balance			0.0	0.0	0.0	0.0	0.0				

Great Falls FFY 2021-2025 Transportation Improvement Program

Federal Transit Administration Section 5310

Funding shown in thousands of dollars

Project	Description	Phase						Funding Source			Total Estimated Obligation FY2021-2025
			2021	2022	2023	2024	2025	Local 15/20%	State	Federal 85/80%	
Sponsor											
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0				
<i>Allocation (Estimated)</i>			120.0	120.0	120.0	120.0	120.0				
Paratransit Vehicles	Purchase vehicles (ADA and Cutaway) for GFTD and other Coordination members as applicable Easter Seals, AWARE, QLC	Purch. Purch. Purch.						0.0		0.0	0.0
<i>Great Falls Transit District</i>			120.0	120.0	120.0	120.0	120.0	0.0		0.0	0.0
SECTION 5310 TOTALS			120.0	120.0	120.0	120.0	120.0	90.0		510.0	600.0
Federal			102.0	102.0	102.0	102.0	102.0				
Local			18.0	18.0	18.0	18.0	18.0				
Balance			0.0	0.0	0.0	0.0	0.0				

NOTE: Indirect costs will be recovered on van/bus purchases.
Funding dependent on the outcome of a competitive process and funding availability.

Transade (State Funded)

Funding shown in thousands of dollars

Project	Description	Phase						State Funded	Total Estimated Obligation FY2021-2025
			2021	2022	2023	2024	2025	100%	
Sponsor									
<i>Carryover</i>			0.0	0.0	0.0	0.0	0.0		
<i>Allocation (Estimated)</i>			102.4	102.4	102.4	102.4	102.4	512.0	
Transit Operations	Operating		102.4	102.4	102.4	102.4	102.4	512.0	
<i>GFTD Transit</i>			102.4	102.4	102.4	102.4	102.4	512.0	
STATE TOTALS			102.4	102.4	102.4	102.4	102.4	512.0	

Public Comment

The draft TIP, and notice of availability for review and comment, was posted on the MPO's webpage and a legal ad published in the Great Falls Tribune on January 24, 2021. Direct public comment was also called for at the Planning Advisory Board meeting, TAC meeting, and PCC meeting where action for approval of the TIP was considered.

Great Falls FFY 2021-2025 Transportation Improvement Program

Certification

The Great Falls Metropolitan Planning Organization for the Great Falls, Montana, urbanized area hereby certifies that its transportation planning process is in compliance with applicable provisions for transportation planning included in the following sections:

- I. 49 USC. Section 5303 and 23 USC. 134 and CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 USC. 2000d-1) and 49 CFR, Part 21;
- III. Section 1101(b) of the MAP-21 (Pub. L. 112-141) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (49 CFR part 26);
- IV. The provision of the Americans With Disabilities Act of 1990 (42 USC. 12101 *et esq.*,) and the U. S. DOT implementing regulation (49 CFR Parts 27, 37 and 38);
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;
- VI. Sections 174 and 176(c) and (d) of the Clear Air Act as amended (42 USC. 7504, 7506(c) and (d));
- VII. 49 USC. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- VIII. 23 CFR, Part 230, regarding the implementation of an equal employment opportunity on Federal and Federal-aid highway construction contracts;
- IX. The Older Americans Act as amended (42 USC. 6101), prohibiting discrimination on the basis of age in program or projects receiving Federal financial assistance;
- X. Section 324 of Title 23 USC. regarding the prohibition of discrimination based on gender; and
- XI. Section 504 of the Rehabilitation Act of 1973 (29 USC. 794) and 49 CFR, Part 27 regarding discrimination against individuals with disabilities.

Great Falls Metropolitan Planning Organization

Date



Meeting Date: 2/23/2021

**CITY OF GREAT FALLS
PLANNING ADVISORY BOARD / ZONING COMMISSION AGENDA REPORT**

Item: Great Falls International Airport Tax Increment Financing Funding Application.

From: Great Falls International Airport Authority

Presented By: Alaina Mattimiro, Planner I, Planning and Community Development

Action Requested: Recommendation to the City Commission to approve an application for Great Falls International Airport Tax Increment Financing District funds for infrastructure improvements.

Suggested Motion:

1. Board Member moves:

“I move that the Planning Advisory Board recommend the City Commission (approve/deny) the Great Falls International Airport Authority TIF funding request as legally described in the Staff Report, and the accompanying Findings of Fact.”

2. Chairman calls for a second, public comment, board discussion, and calls for the vote.

Background:

Tax increment financing (TIF) is a mechanism that allows communities to use new tax dollars resulting from increasing taxable value for reinvestment within the geographic area in which they are derived for a period of 15 years, or up to 40 years if the incremental taxes are pledged to the repayment of a bond. The City of Great Falls currently has five TIF districts.

Prior to 1989, tax increments could only be used for rehabilitation efforts within urban renewal areas, but Montana legislature amended the Montana Urban Renewal Law to enable municipalities to create industrial TIF districts to assist in the development and retention of secondary, value-adding industries. Since then, Montana has defined “secondary, value-adding industries” as those industries that transform raw resources into processed substances from which industrial or consumer products may be manufactured.

The Great Falls International Airport Tax Increment Financing Industrial District Plan (GFIA TIFID) was adopted by the Great Falls City Commission on November 5, 2008. The boundaries were amended on September 1, 2009. The GFIA TIFID encompasses property surrounding the airport, as depicted in the attached map. The purpose of creating the GFIA TIFID was to meet the needs and interests of GFIA which included fostering the development of secondary, value adding industries in the City of Great Falls as part of its overall mission to promote aviation related economic development, to improve area employment opportunities, and expand the tax base.

Summary:

The applicant, the Great Falls International Airport Authority, is seeking TIF funds to begin development of a 300-acre area west of the Cascade County Detention Center, north of the I-15 corridor and south of the Ulm North Frontage Road. The area is owned by the Airport and was identified in the Airport Authority Master Plan Update for aviation commercial development. TIF funds are being requested to support construction of the following infrastructure improvements:

1. Water service lines;
2. Sewer service lines;
3. Storm sewer improvements, including a new detention pond;
4. Electric/data service lines; and
5. Two roadway access points into the site and a circulation road that would both support the proposed development and open up additional area for future development

The infrastructure improvements will be constructed on land that is currently owned, and will continue to be owned, by the Airport. The infrastructure improvements will be constructed to support a phased industrial development project consisting of industrial condo spaces. They will be large metal buildings subdivided into condominium bay spaces that will be marketed, leased, and/or sold to businesses and individuals. The buildings will be capable of accommodating businesses looking for anywhere between 1,250 square foot bays to an entire 30,000 square foot building.

The first phase of development will include construction of the infrastructure improvements as well as construction of a single building containing 3-8 full drive-through bays, which could be further divided into 6-16 half-bays. At this point, one building tenant is known and would utilize two of the building bays. This tenant is Falls Truck Wash. This would be a drive-through wash facility catering to: 1) trucks entering Canada that are required to be washed prior to entry into the country, and 2) trucks carrying crops, food products, and livestock that must be washed between loads to avoid contamination. Remaining owners or tenants will be dependent on market demand, with the Airport estimating that there is enough market demand to construct three buildings for industrial users over the next ten years.

The applicant plans to start construction of the infrastructure improvements in the spring of this year. This will require an investment of \$973,028 prior to building construction. The applicant is seeking \$110,000 of available funds from the GFIA TIFID to reimburse eligible infrastructure improvement design (\$70,000) and construction (\$40,000). Additionally, the applicant has requested that the City bond against current and future TIF increment revenue to reimburse the Airport for an additional \$652,780 of eligible construction costs. This creates a total request of \$762,780 for TIF funding. The overall investment in the project over a 20-year development period, including the GFIA TIFID contribution, is estimated to be \$12,626,667.

Review Criteria:***Preliminary Findings***

After thorough review and evaluation of the Project as represented by the applicant's written proposal, City staff has determined:

- No persons will be displaced from their housing by the Project or the infrastructure improvements.

- The Project and the infrastructure improvements substantially satisfy the review criteria of the funding application process and meet the purpose and goals of the State Law, the GFIA TIFID and Plan.
- If the applicant is able to follow through on leasing or selling buildings to value-added manufacturing users, the Project would constitute an industrial infrastructure development project in accordance with the Act.
- The infrastructure improvements constitute infrastructure improvements for the purpose of encouraging the growth and retention of secondary, value-adding industries in accordance with the Act.
- A sound and adequate financial program exists for the financing of the infrastructure improvements.

Montana Code Annotated (MCA) TIF Regulations

The creation and administration of TIF districts are governed by State Law. According to Montana Code Annotated (MCA) Section 7-15-4298 (2013), provides as follows:

- (1) infrastructure-deficient areas exist in the municipalities of the state and constitute a serious impediment to the development of infrastructure-intensive, secondary, value-adding economic development in Montana;
- (2) municipalities lack sufficient capital to rectify the infrastructure shortage in infrastructure-deficient areas, thus impeding the ability of municipalities to achieve economic growth through the development of secondary, value-adding industries;
- (3) the creation of industrial infrastructure is a matter of state policy and state concern because the state and its municipalities will continue to suffer economic dislocation due to the lack of secondary, value-adding industries; and
- (4) the state's tax increment financing laws should be used to encourage the creation of areas in which needed industrial infrastructure for secondary, value-adding industries could be developed.

MCA Section 7-15-4288 (2013), provides that tax increment with respect to industrial development districts can only be used for the following purposes: The tax increment may be used by the local government to pay for the following costs of or incurred in connection with an industrial infrastructure development project:

1. land acquisition;
2. demolition and removal of structures;
3. relocation of occupants;
4. the acquisition construction, and improvement of infrastructure and industrial infrastructure, including streets, roads, curbs, gutters, sidewalks, pedestrian malls, alleys, parking lots and off-street parking facilities, sewers, sewer lines, sewage treatment facilities, storm sewers, waterlines, waterways, water treatment facilities, natural gas lines, electrical lines, telecommunication lines, rail lines, rail spurs, bridges, spaceports for reusable launch vehicles with associated runways and launch, recovery, fuel manufacturing, and cargo holding facilities, publicly owned buildings, and any public improvements authorized by Title 7, chapter 12, parts 41 through 45; Title 7, chapter 13, parts 42 and 43; and Title 7, chapter 14, part 47, and items of personal property to be used in connection with improvements for which the foregoing costs may be incurred;
5. costs incurred in connection with the redevelopment activities allowed under 7-15-4233;
6. acquisition of infrastructure-deficient areas or portions of areas;
7. administrative costs associated with the management of the industrial district;

8. assemblage of land for development or redevelopment by private enterprise or public agencies, including sale, initial leasing, or retention by the local government itself at its fair value;
9. the compilation and analysis of pertinent information required to adequately determine the needs of the infrastructure needs of secondary, value-adding industries in the industrial district;
10. the connection of the industrial district to existing infrastructure outside the area or district;
11. the provision of direct assistance, through industrial infrastructure development projects, to secondary value-adding industries to assist in meeting their infrastructure and land needs within the district; and
12. the acquisition, construction, or improvement of facilities or equipment for reducing, preventing, abating, or eliminating pollution.

City of Great Falls TIF Review Criteria

In order for the Planning Advisory Board and eventually the City Commission to approve any TIF funding request, the request must also meet the criteria recommended in the GFIA TIFID Plan, as well as be eligible for TIF participation in accordance with MCA guidelines noted in this report. To aid in this determination, the City of Great Falls' Tax Increment Application Process established twelve specific criteria to assess the merits of projects against the Plan. Those criteria are:

- 1) **Public Infrastructure Improvements** – Public infrastructure improvements have the benefit of improving and impacting an entire district. Each district may have its own Capital Improvement Plan, which may include things such as roadway improvements, storm drains, sewer and waterlines, railroads, etc.

Staff Analysis – Staff finds that the proposed improvements will benefit and positively impact the GFIA TIFID. There is a lack of any storm water infrastructure near the site. While there is a water main and sewer main near the site along the north side of Ulm Frontage Road North, the 300 acres has no driveway approaches or utility service lines. By funding these infrastructure improvements, the City will not only support the applicant's current development request but lay the foundation for future development of the southwest area of the Airport's property. No infrastructure will be turned over to the City of Great Falls, but the infrastructure will still be owned by a public entity – the Airport.

- 2) **Economic Stimulus** – The amount of economic activity to be generated within a district through the development is assessed, as well as the leverage ratio of public to private investment. In general, the maximum limit of any one development is 10% of the construction/rehabilitation costs, exclusive of acquisition costs. Projects demonstrating extraordinary benefit to Districts or the community may, at the discretion of City Commission, receive additional TIF assistance for eligible items. All applications should contain credible, measurable information substantiating the project's economic stimulus in the District and the community.

Staff Analysis – The applicant's request is under the 10% threshold outlined in this criteria. The construction of new infrastructure will provide support for not only the proposed industrial development, but for any future projects as well. As a result, businesses and individuals will see increasingly feasible development costs. This will jump-start even more interest and attraction to the currently vacant property.

- 3) Tax Generation – The increase in taxable value due to the new district development, including construction/rehabilitation, as estimated by the County Assessor’s office to determine tax increment generation.

Staff Analysis – The Great Falls International Airport is a property tax exempt entity, but the potential of the buildings to be leased or owned by other entities does create the potential for increased assessed valuation. With the improvement of public infrastructure, future development within the GFIA TIFID will continue to become more feasible and potentially create additional assessed property tax and beneficial use tax valuation for the GFIA TIFID.

- 4) Employment Generation – Total employment generated by the district development is assessed in terms of permanent and part-time jobs, and construction jobs.

Staff Analysis – The Airport Authority has estimated that twelve construction jobs will be created with the Project. Additional permanent and part-time jobs will be created with new development; each tenant within the proposed buildings will create new employment opportunities.

- 5) Elimination of Blight – The development’s direct and indirect impact on the physical and fiscal deterioration within the appropriate district and the community, as identified in the appropriate district plan.

Staff Analysis – The purpose of an Industrial TIF district is to attract and retain secondary-value adding, manufacturing industries through the development of industrial infrastructure. The applicant’s proposal to add utility service lines, electric and fiber infrastructure, storm water detention, and access driveways will fulfill the objectives of the TIF district to providing supporting infrastructure to encourage industrial development.

- 6) Special or Unique Opportunities – The extent to which the district’s development represents a unique opportunity, meets a special need, or addresses specific district or community goals. The restoration of a historic property or the provisions of an unmet community need is an example of special or unique opportunities.

Staff Analysis – The GFIA TIFID provides many unique challenges and opportunities. Because of the proximity to active runways, commercial development can be difficult, thus it is an ideal area for industrial users. Such users could naturally benefit from the proximity to I-15, the Canadian border, and the FedEx hub. The development will also give necessary access to air freight and related opportunities that other properties cannot provide.

The applicant is modeling the project on similar industrial developments near airports in the Rocky Mountain region; for instance, one that is underway in Bozeman near its airport. That project has been successful in attracting manufacturers, fabricators, and other industrial users. While the applicant’s first truck wash user is not a manufacturing business, the applicant asserts that the Project represents an opportunity to eventually attract secondary, value-adding industries given the overall nature of the Project and the infrastructure improvements.

- 7) Impact Assessment – The extent of both positive and negative environmental impacts, appropriateness of the developer’s project design, and impact on existing businesses or residents.

Staff Analysis – Part of the uniqueness of this proposal is that the area is almost entirely vacant, with the exception of the Cascade County Detention Center located to the east of the subject site. The proposed industrial bays would only have positive impacts on the area, attracting more businesses and development through increased public infrastructure access.

- 8) Financial Assistance – Other forms of financing available to the Applicant, Lender participation, industrial development revenue bonds, and state and federal grant monies, for example are examined to assess the need for TIF assistance.

Staff Analysis – The Airport Authority will not be asking for any tax abatements, grants, tax credits, or other financial assistance. The cost of the Project will be funded by the Airport and its private investment partner.

- 9) Development's Feasibility – A determination of feasibility is made on the strength of the Applicant's demonstration of market demand for the development in the district and is contained primarily on the pro forma and financing commitments.

Staff Analysis – As noted earlier in the agenda report, the Authority has indicated that a truck wash will occupy two bays within the first building. The Authority also anticipates that there will be enough market demand for three buildings within the first ten years. The applicant has represented that it will actively seek secondary, value-adding industries as tenants or owners of the various building bays. This is based on the applicant's confidence that the Authority will achieve similar success as is occurring in Bozeman as well as other communities that have been studied. The draft Development Agreement included with the agenda report outlines the Airport's burden to market the site and attract such users as a requirement for TIF funding.

- 10) Developer Ability to Perform – An assessment of the Applicant's capability to undertake the relative complexities of the development based on past performance on similar projects.

Staff Analysis – The Airport regularly completes several million dollars of capital projects each year based on facility master plan needs. The Airport also received and recently executed a TIF funded project in 2018 involving infrastructure construction to support its Southwest General Aviation Complex.

- 11) Timely Compensation – The feasibility of completing the development according to the Applicant's development schedule.

Staff Analysis – Staff believes that the applicant will be able to meet the development schedule as noted within the application. The Airport Authority plans to commence development of infrastructure in Spring 2021 and Phase I building construction in Summer 2021. Dick Anderson Construction has already been retained as the project contractor and a possible investor in the project.

- 12) Payment of Taxes – All property taxes, special improvement district assessments and other assessments on the project property must be paid to date.

Staff Analysis – There are currently no outstanding tax issues within the district.

Concurrences:

The Applicant's request for TIF funding has been reviewed by the City's Finance and Legal Departments, as well as the City's Manager's Office. City's outside legal counsel from Dorsey & Whitney LLP has worked extensively with City staff on reviewing the Project's eligibility for TIF funding as well as the draft Development Agreement.

Fiscal Impact:

Since so much of the property in the GFIA TIFID is tax exempt, the balance of funds in the GFIA TIFID is relatively low, approximately \$118,000. The applicant is requesting the vast majority of this balance, \$110,000, to be reimbursed for infrastructure design costs and a small amount of the construction costs. City TIF districts receive increment payments twice each year.

With the pending development of Love's, there will be additional increment created in the GFIA TIFID. With this noted, the GFIA TIFID is nearing its sunset year of 2023. Because of the impending sunset of the TIF and relatively low balance, the applicant has requested that the City extend the life of the GFIA TIFID and incur debt to bond for the remaining public improvement costs. The bonding evaluation process has not yet occurred, but it would be thoroughly vetted through the City Commission.

Staff Recommendation:

Staff recommends approval of the proposed TIF funding request based on the findings of the required criteria.

Alternatives:

The Planning Advisory Board could recommend denial of the TIF funding request to the City Commission, in which case alternative findings would need to be provided.

Attachments/Exhibits:

TIF Application
Location Map
Airport TIF Plan
Draft Development Agreement

CITY OF GREAT FALLS



**TAX INCREMENT FINANCING
(TIF)**

APPLICATION FOR FUNDS

CITY OF GREAT FALLS
TAX INCREMENT FINANCING (TIF)
APPLICATION FOR FUNDS

Project Name: Airport Light Industrial Park Condominium Development
Date Submitted: _____
Name of TIF District: Great Falls International Airport Tax Increment Industrial District

APPLICANT INFORMATION

Name: Great Falls International Airport Authority
Address: 2800 Terminal Drive, Great Falls, MT 59404
Telephone: 406-727-3404

DEVELOPMENT INFORMATION

1. Building Address: 4201 Ulm N Frontage Rd Great Falls, Mt 59404
2. Legal Description: Geocode:02-3015-20-4-01-01-0000
Legal Description: S20, T20 N, R03 E, PARCEL 2 OF COS #5051 SEC 20, 29 & 30 MK 6A
3. Ownership: Airport -Owned
Address: 2800 Terminal Drive, Great Falls Montana 59404
4. If property is not owned by the Applicant, list leasehold interest: (*Attach evidentiary materials*).
Name: _____
Address: _____
5. Existing/Proposed Businesses: Mixed-use warehouse and logistics
Business Description: The Authority plans a joint-venture to construct metal warehouse buildings which would be subdivided and sold/leased to end users.
6. Employment: Existing FTE Jobs: 12 Airport employees
New Permanent FTE Jobs created by project: _____ Construction FTE jobs: 12
7. Architectural/Engineering Firm: JACOBS CH2M
Address: 9189 s Jamaica Street Englewood CO 80112
Representative: Christopher Dodge

8. Please provide a description of the Total Project Development.

TOTAL PROJECT DEVELOPMENT DESCRIPTION

The Site: The Airport Authority Master Plan Update identified 300-acres along I-15 in the southwestern portion of the airport for aviation compatible commercial development. This area has height restrictions associate with the end of Runway 35-17 and will have some noise impact due to its proximity to active runways. According to Federal Aviation Administration planning standards, this area can generally accommodate buildings of under 75 feet and uses that include most indoor commercial activities that are not noise sensitive (i.e., schools).

The subject site currently has no utility access and only casual farm access approaches via the existing Ulm North Frontage Road owned Montana Department of Transportation (“MDT”). TIF dollars are proposed to construct all utilities (water, sanitary sewer, stormwater control, electric and data). There is no City stormwater infrastructure anywhere near the site, so a stormwater pond would be constructed. Also, TIF funds are requested to construct two access points into the site from the Frontage Road and a circulation road between the entrances. MDT regulations require minimum separation of nearly a quarter mile between allowable entrance points. We anticipate the need for two entrances to allow circulation of large trucks and for life-safety access in the event of an accident in an intersection given the high-speed limit on the Frontage road. The new TIF funded circulation road would be extended in the future for development on vacant land to the west of the initial site and would become the primary roadway connecting developments along the large 100+ acre track located on the south side of the Frontage Road.

The Project: The Authority is currently seeking to develop large metal buildings that would be approximately 80 feet deep by 300 feet long. These buildings would be subdivided into smaller bays and sold or leased to businesses and individuals. Similar “industrial” condo developments exist in many cities; often near airports. The large free span metal buildings will accommodate businesses seeking a 1,250 square foot bay up to a whole 30,000 square foot building.

The development concept of condo industrial space capitalizes on economies of scale by combining multiple businesses into large open-concept buildings that seek to maximize the advantage of common infrastructure like roads, utilities, oil-water separators etc. A condo association will maintain common building elements like roofs, walls, truck corals, etc. Even the building materials of metal roofs and paneling is designed to minimize long-term costs for small businesses.

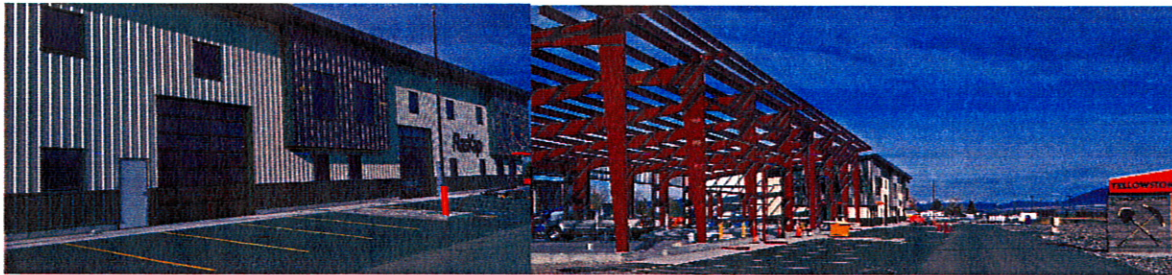
The goal of this development is to provide a new small space option in the Great Falls trade area for small industrial companies. Having researched the regional commercial real estate market, few options exist for small industrial shops. For example, a metal fabricator may not be able to locate in a wood framed garage due to fire risk and most available listings on the market are far too large and expensive for a single employee operation or even a company with several employees. Further, smaller businesses often don’t have the time or expertise to act as their own developer and locate small properly zoned land, design and permit a facility and oversee construction. This timeline can take years.

We believe that our location and open concept construction allows us to target several unique market niches in the region. Metal fabrication (i.e., welders, artists, tool and dye) will benefit from the building’s high bay open area and planned 440 power availability. Small assembly operations will benefit from proximity to both I-15, the Canadian border and Montana’s only FedEx hub. In today’s economy, many components are made overseas. Ultra-small manufacturing operations often source components from China via sites like Alibaba and often they sell their end product direct to consumers via eBay or even craigslist. These operations depend on access to air freight.

Our development concept is validated by an ongoing new development in Bozeman near their airport. The development currently consists of about a dozen 60 x 300-foot metal buildings. A number of industrial users have located in this development. The largest tenant, Flaskap, occupies an entire

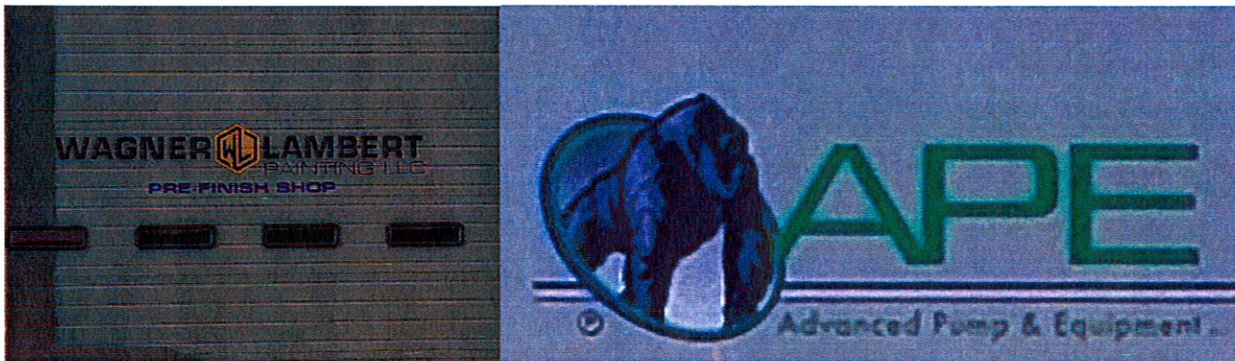
building and another half. They make liquor dispensing and measuring toppers for tumblers. A small company, this is their assembly location and corporate headquarters, taking advantage of airport proximity for both shipping product and receiving materials. The Bozeman development also houses:

- An industrial coating operation
- An industrial pump and controls shop that designs and builds sewer lift stations, dewatering systems, agricultural pump systems, etc.
- A building sign fabricator that makes aluminum frame lighted building signs using LED's (likely sourced from China and using air freight)
- A trench shoring and forms shop that will assemble and rent safety equipment for construction sites.
- Even a fruit produce distribution operation.



Flaskap

New Building Underway



Industrial coating booth

Pump and controls company

The flexibility and relative affordability of this development, particularly in the Montana market will be the key to finding tenants. Ideally, initial tenants will grow, buy a larger unit and be able to sell or lease their initial unit to another startup; thus, creating owner equity in their company. Overtime, there may be operations that can take advantage of the Foreign Trade Zone and US Customs availability at the Airport to lower the cost of their import or export operation. This development aims to allow local industry to capitalize on proximity to the existing logistics cluster that already exists at the airport exit which includes multi-modal transportation options, US Customs and multiple service providers catering to these industries (i.e., I-State Trucking, Fleet Maintenance).

Because the site for this project is so large, there really isn't a limit on the ultimate build out of this development other than market demand. The Authority anticipates that there will be enough demand for three buildings in the first ten years. At least initially, the first phase of development will be built speculatively before tenants have been identified. The first phase of development that is intended to begin in 2021 would consist of three to eight full drive-through bays (30 ft x 80 ft), which could be further divided into six to sixteen half-bays.

The Authority was approached by one tenant who wants to purchase the first double bay (30 ft x 80

ft). This tenant, Falls Truck Wash, plans to construct a truck wash. Currently, there isn't a public truck wash in Great Falls to serve our industrial users. As detailed in their attached project description, existing regulations require all trucks entering Canada to be washed prior to entry. In addition, all vehicles transporting agricultural crops, food products or livestock must be washed between loads to avoid contamination. Despite the active business in these trades in Great Falls, there is no drive-through wash facility.

Other types of development will likely take place on the remaining acreage over time. It is anticipated that future developments would tie into both the utilities and roadways that are proposed to be developed with the requested TIF funds.

9. Please provide rehabilitation/construction plans (attach schematics, site and landscaping plans).

See Attached.

10. What is the development schedule or estimated completion date for the Total Project Development? The Total Project Development is best defined as the entire development, not just the TIF improvements (please include project phasing if appropriate).

Infrastructure will begin in the spring of 2021
 Phase I building development will start in the summer of 2021
 (Full development in 20 years)

11. Do you plan on asking for any other tax abatements, grants, tax credits or other forms of relief?

No

12. Please describe your funding needs and the anticipated timing schedule for your identified Eligible TIF Activities (example: *I will be fronting the costs of all identified TIF improvements and would like to be reimbursed incrementally as TIF funds become available; I am interested in utilizing bond financing to complete the identified project improvements and would like to be reimbursed with TIF funds as they become available, I need TIF funds immediately to complete the identified TIF improvements, etc.*)

Roadway Approach and Utility Construction – Phase 1

The Airport plans to commence development of utilities, site preparation (grading, etc.) and roadway approaches off of the Frontage Road in Spring 2021 to meet the timeline of our current end user. The design process will identify how much of the utility and roadway infrastructure is should be developed in the first phase versus phasing the infrastructure for future buildings.

Current construction estimates indicate that infrastructure investments of \$973,028 need to be made prior to the development of a single industrial bay. Design and construction administration costs are estimated to be an additional 10% or \$97,000 (\$70,000 Infrastructure design plus \$27,000 truck circulation design). Significant water and sewer mains are located across the Frontage Road from this site; however, MDT has a "no cut" policy that will require directional boring to access the lines. In total, site utilities, including stormwater are estimated to cost over \$450,000. Access point construction and roadways are estimated to cost \$240,000 and truck circulation around the building will add another \$281,000. We anticipate the truck circulation costs may not be TIF eligible.

The Airport would like to use the funds that currently exist in the TIF District to reimburse early costs of the project such as design of infrastructure which we estimate to cost \$70,000; however, additional funds will be required for construction and the Authority would like to bond the annual TIF proceeds to provide the funding needed to complete the infrastructure improvements. If the TIF is approved, the Airport Authority would fund early construction costs and be reimbursed from Bond proceeds once they are available if necessary.

13. Please indicate the amount of Public Infrastructure Need and the amount of Public Infrastructure being

requested to be financed by the TIF District.

The airport is requesting to be reimbursed in the amount of \$110,000 from funds existing in the TIF account. We hope to issue bonds for an additional \$652,780 in infrastructure costs.

-2-

TOTAL PROJECT DEVELOPMENT COSTS

The total project development cost is the cost to develop the entire project/site, and should include the cost of the TIF improvements.

Land and Site Preparation Improvements (Itemized)

1. Value of Land	\$	
2. Infrastructure Design	\$	70,000
3. Electrical Extension	\$	31,867
3. Gas Extensions	\$	30,120
4. Water Extension	\$	75,625
5. Sanitary Sewer	\$	76,100
6. Stormwater	\$	212,055
7. Data/communication	\$	26,600

Subtotal **\$522,367**

Construction/Rehabilitation Costs (Use general construction trade divisions)
(Total value of improvements)

1. Roadways and Entrance Flatwork	\$	240,143	
2. Truck Circulation Pavement	\$	280,518	
3. Building #1 Phase I (3 units)	\$	900,000	
3. Building #1 Phase II (4 units)	\$	1,200,000	
4. Building #1 Phase III (6 units)	\$	1,800,000	
5. Building #2	\$	4,000,000	
6. Building #3	\$	4,000,000	
7. Truck Circulation Design	\$	27,000	\$

Subtotal **\$ 12,447,661**

Equipment Costs N/A
(Total value of equipment)

1. _____	\$	_____
2. _____	\$	_____
3. _____	\$	_____
4. _____	\$	_____
5. _____	\$	_____

Subtotal **\$ _____**

Total Project Development Costs

\$ 12,626,667

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ELIGIBLE TIF ACTIVITIES

Land Acquisition

	Total	Amount Requested from TIF	Timing for Funds
1.	_____	_____	_____

Demolition & Removal of Structures

1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
Subtotal	_____	_____	_____

Relocation of Occupants

1.	_____	_____	_____
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Public Improvements

(acquisitions, construction and improvement of infrastructure which includes streets, roads, curbs, gutters, sidewalks, pedestrian malls, alleys, parking lots and off-street parking facilities, sewers, sewer lines, storm sewers, etc.)

1. Electric
2. Waterlines
3. Sewer
4. Storm sewer improvements
5. Roadway approaches
6. Internal Streets

Subtotal \$692,780


Fees (associated with eligible activities)

(A&E design/supervision, permits & other fees) \$70,000

- 1. Jacobs CH2M (A & E) **\$70,000**
- 2.
- 3.

CERTIFICATION

I (we), John Faulkner (please print),
certify that the statements and estimates within this Application as well as any and all documentation
submitted as attachments to this Application or under separate cover are true and correct to the best of
my (our) knowledge and belief.

Signature 

Title Airport Director

Address 2800 Terminal Drive, Great Falls, Mt 59404

Date 2/12/21

Signature _____

Title _____

Address _____

Date _____

Falls Truck Wash

Project Description

Project Definition: Falls Truck Wash will provide a fast-convenient place for truck drivers, construction equipment and large vehicle owners to wash their equipment. We will also provide service to all large and small vehicles.

- **Facilities:** Falls Truck Wash plans to construct a large-scale wash facility in a 30 ft x 80 ft metal building located in the Great Falls Airport Logistics Park. The constructed facility will need to meet all City and State requirements.
- **Falls Truck Wash Ownership**
Makenzie Rummel
Shane Rummel

Market Need: Logistics is one of the fastest growing segments in the World economy. Within our region, Great Falls is a particularly strategic logistics location as the first major city inside the Canadian Border and as home to Montana's only FedEx hub facility. Unlike many regions, not only does our area rely on logistics to supply our goods, our region is also a massive exporter of agricultural goods both live and crops. For all of these reasons, over-the-road transport is an important growth industry in our region.

Within our community, Gore Hill is a cross-road of the trucking industry. Exit 277 houses two major truck stops that pump 2 million gallons each and a third facility (“Love’s”) soon to start construction. I-State and Fleet Maintenance also operate large truck repair facilities at the Airport. One of United Material’s largest gravel pits is located off of Exit 277. In addition, a locally-owned independent trucking business is located here. Finally, both FedEx and UPS operate their air freight operations on opposite sides of I-15.

For the above reasons, Gore Hill is the community’s primary cluster of interstate commerce logistics and a significant amount of both domestic and international freight are patronizing this exit today. Currently no truck wash facility exists within Great Falls although a competing facility is currently in planning.

- **Regulatory Requirements:** We are happy to serve anyone who wants a clean vehicle, but in addition to latent demand for clean vehicles; there are strict regulatory requirements governing cleaning of transport vehicles. For example:
 - All international transport trucks must be washed prior to entering Canada. It is important for Great Falls to offer this service to ensure that export drivers and returning Canadian trucks can meet their regulatory requirement to engage in import/export services.

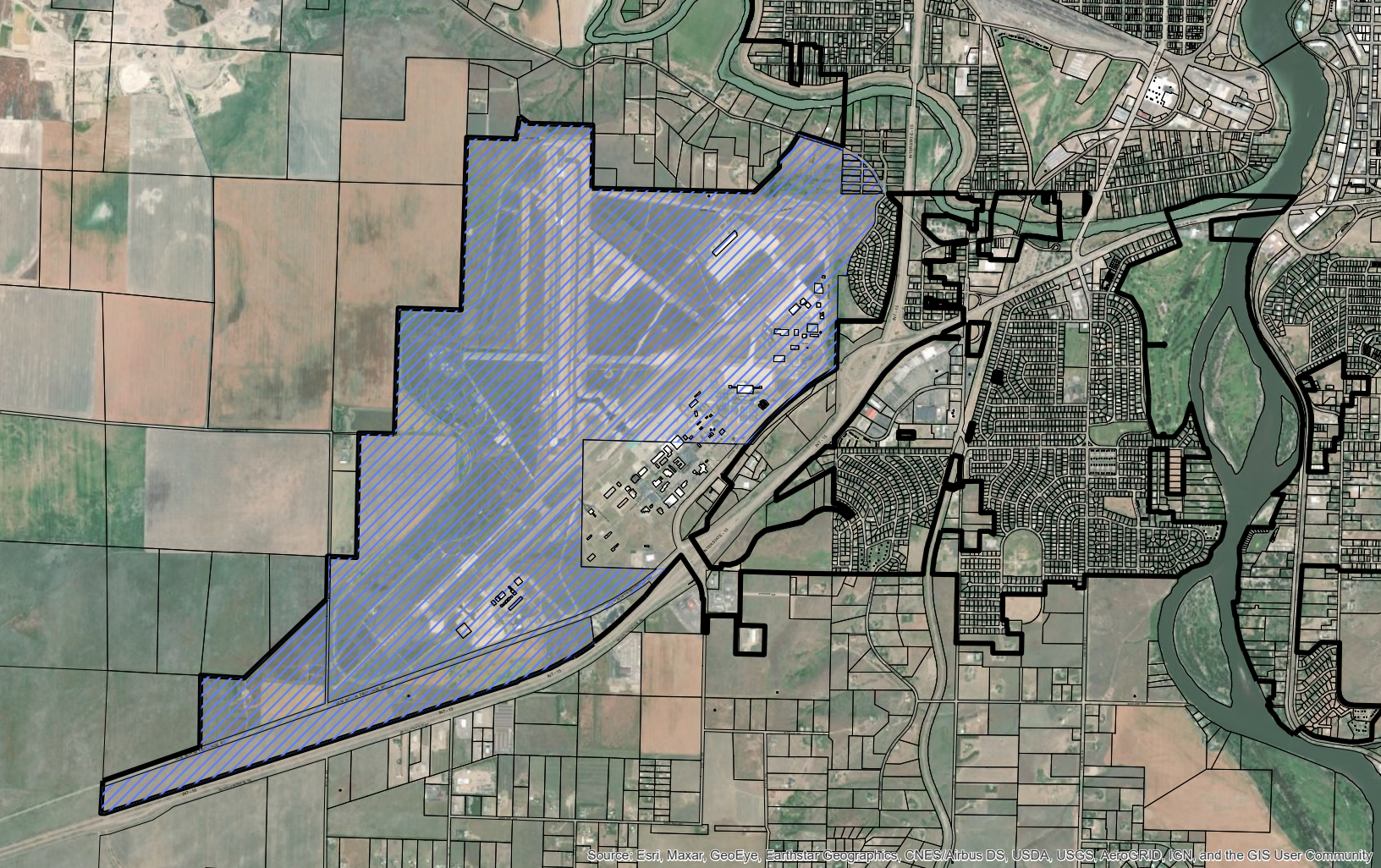
- Any produce carrying truck must be washed between switching types of produce. These are strict requirements to avoid cross contamination of food products.

- Livestock hauling trucks must be washed after hauling to meet state and federal sanitation guidelines.

- Many federal and state material requirements for asphalt and concrete have very tight specifications that require transport equipment to be washed between hauling construction material including gravels, concretes, etc.

For these reasons, truck washing is an important enabling service that needs to be available in the Great Falls community in order to meet regulatory requirements of our interstate commerce operators.

Truck washing services are vital to health and growth of both our interstate commerce and our import/export businesses servicing and located in this region. This need will grow as our regional commerce grows and becomes even more reliant on logistics and trucking to provide our goods and move our products to market.



ORDINANCE 3022

AN ORDINANCE ESTABLISHING A TAX INCREMENT FINANCING INDUSTRIAL DISTRICT PROGRAM TO ASSIST IN FINANCING NECESSARY INDUSTRIAL INFRASTRUCTURE TO ENCOURAGE THE ATTRACTION, GROWTH AND RETENTION OF SECONDARY, VALUE-ADDING INDUSTRIES; PROVIDING FOR DEFINITION OF TERMS; ESTABLISHING THE COSTS WHICH MAY BE PAID BY TAX INCREMENT FINANCING INDUSTRIAL DISTRICTS; CREATING AND APPROVING THE GREAT FALLS INTERNATIONAL AIRPORT TAX INCREMENT FINANCING INDUSTRIAL DISTRICT; ESTABLISHING THE BOUNDARIES THEREOF AND APPROVING THE PLAN; ESTABLISHING JANUARY 1, 2008 AS THE BASE TAXABLE YEAR; PROVIDING FOR THE REPEAL OF ALL PARTS OF ORDINANCES AND RESOLUTIONS IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE HEREOF.

* * * * *

WHEREAS, the Great Falls International Airport Authority is interested in fostering the development of secondary, value-adding industries in the City of Great Falls as part of its overall mission to promote aviation related economic development, to improve area employment opportunities and to expand the tax base; and,

WHEREAS, the creation of a Tax Increment Financing Industrial District, as authorized in Sections 7-15-4282 through 4293, MCA, will help fund the supportive public infrastructure needed for the development of secondary, value-adding industries at the Airport; and,

WHEREAS, the City of Great Falls is interested in using Tax Increment Financing as a tool to foster economic and community development.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF GREAT FALLS, STATE OF MONTANA AS FOLLOWS:

Section 1. Definitions. The following terms wherever used or referred to in this Ordinance shall have the following meanings:

- (1) "Tax increment financing industrial district" means a district designated as such by the City Commission in accordance with the provisions of this Ordinance, consisting of a continuous area within an accurately described boundary, zoned for light or heavy industrial use in accordance with the Great Falls *Growth Policy*, and is found to be deficient in infrastructure improvements for industrial development.
- (2) "Actual taxable value" means the taxable value of taxable property at any time, as calculated from the assessment roll last equalized.

- (3) “Base taxable value” means the actual taxable value of all taxable property within a tax increment financing industrial district prior to the effective date of a tax increment financing provision. This value may be adjusted as provided in Sections 7-15-4287 or 7-15-4293, MCA.
- (4) “Great Falls International Airport Tax Increment Financing Industrial District” means the tax increment industrial infrastructure district created by this Ordinance.
- (5) “Incremental taxable value” means the amount, if any, by which the actual taxable value at any time exceeds the base taxable value of all property within a tax increment financing industrial district.
- (6) “Tax increment” means the collections realized from extending the tax levies, expressed in mills, of all taxing bodies which the tax increment financing industrial district or a part thereof is located, against the incremental taxable value.
- (7) “Taxes” means all taxes levied by a taxing body against property on an ad valorem basis.
- (8) “Industrial district” means a tax increment financing industrial district.
- (9) “Industrial infrastructure development project” means a project undertaken within or for an industrial district that consists of any or all of the activities authorized by Section 7-15-4288, MCA.
- (10) “Act” means Title 7, Chapter 15, Parts 42 and 43, Montana Code Annotated.

Section 2. Findings. Based on representations made to the City Commission to date and taking into consideration all comments received, including those made at a public hearing duly held on November 5, 2008, after notice was given, the City Commission does hereby make the following findings, determinations and declarations regarding the Great Falls International Airport Tax Increment Financing Industrial District, which is hereinafter referred to as the District:

- (1) the property to be included in the District consists of a continuous area with an accurately described boundary;
- (2) the property to be included in the District was zoned “AI Airport Industrial” district by the City Commission upon approval of an amendment to Section 17.20.2.040.A.18 of the City of Great Falls Land Development Code on September 16, 2008, with an effective date of October 16, 2008;
- (3) the property to be included in the District was zoned for industrial use in accordance with the Great Falls *Growth Policy*;
- (4) the property to be included in the District does not contain property included within an existing urban renewal area district;

(5) the property to be included in the District is deficient in public infrastructure for industrial development and will likely not be developed to its potential, without the provision of public infrastructure improvements;

(6) the Act requires that prior to final adoption of this Ordinance, the Commission shall hold a public hearing on the creation of the proposed District. Pursuant to such authority, notice of a public hearing in substantially the form presented in, and attached hereto as, Exhibit "A" was advertised to be held on November 5, 2008, at 7:00 P.M., in the City Commission Chambers in the Civic Center Building, Great Falls, Montana.

Section 3. Establishment of the District. The Great Falls International Airport Tax Increment Financing Industrial District is hereby established.

Section 4. Boundaries. A legal description and map of the District are attached hereto as Exhibit "B".

Section 5. District Plan. A plan describing existing infrastructure, existing infrastructure deficiencies, and industrial development activities to be undertaken within the District is attached as Exhibit "C".

Section 6. Base Year. For the purpose of calculating the incremental taxable value for each year of the life of the District, the base taxable value shall be calculated as the taxable value of all real and personal property within the District, as of January 1, 2008.

Section 7. Tax Increment Provision. The City is hereby authorized to segregate, as received, the tax increment derived in the District, and use and deposit such increment into the District Fund for use as authorized by the Act and as authorized herein or by the City Commission from time to time.

Section 8. Costs That May be Paid From Tax Increments. The tax increments received from the District may be used to directly pay costs of approved industrial infrastructure development projects, or to pay debt service on bonds issued to finance industrial infrastructure development improvements as defined under the Act as may from time to time be approved by the City Commission. The City Commission hereby authorizes the use of tax increment in the District to be used to pay debt service on internal and bank financed loans issued to finance all or a portion of the costs of eligible improvements in compliance with the Act, and subject to any limitations imposed by the Montana Constitution.

Section 9. Term of the Tax Increment Financing Provision. The tax increment financing provision of the District will terminate upon the earlier of:

- (a) the fifteenth year following the creation of the District; or
- (b) the payment or provision for payment in full or discharge of all loans, and the payment of interest thereon, for which the tax increment has been pledged.

After termination of the tax increment financing provision, all taxes shall continue to be levied upon the actual taxable value of the taxable property in the District, but shall be paid into funds of the taxing bodies levying taxes within the District.

Section 10. Effect of Industrial Infrastructure Development Project. The creation of an industrial infrastructure development project or the approval of an industrial infrastructure development project does not affect, abrogate or supersede any rules, ordinances, or regulations of the City relating to zoning, building permits, or any other matters.

Section 11. Effective Date. This Ordinance shall be in full force and effect upon passage and adoption by the City Commission.

Section 12. Conflict with Other Ordinances and Resolutions. All parts of ordinances and resolutions in conflict herewith are hereby repealed.

PASSED BY THE CITY COMMISSION OF THE CITY OF GREAT FALLS, MONTANA, this 5th day of November, 2008.

Dona R. Stebbins, Mayor

ATTEST:

Lisa Kunz, City Clerk

(SEAL OF CITY)

APPROVED FOR LEGAL CONTENT:

David V. Gliko, City Attorney

State of Montana)
County of Cascade : ss.
City of Great Falls)

I, Lisa Kunz, City Clerk of the City of Great Falls, Montana, do hereby certify that the forgoing Ordinance 3022 was placed on its final passage and passed by the City Commission of the City of Great Falls, Montana, at a meeting thereof held on the 5th day of November, 2008.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of said City on the 5th day of November, 2008.

Lisa Kunz, City Clerk

(SEAL OF CITY)

State of Montana)
County of Cascade : ss.
City of Great Falls)

Lisa Kunz, being first duly sworn, deposes and says: That on the 5th day of November, 2008, and prior thereto, she was the City Clerk of the City of Great Falls, Montana; that as said City Clerk she did publish and post as required by law and as prescribed and directed by the City Commission, Ordinance 3022 of the City of Great Falls, in three conspicuous places within the limits of said City to wit:

- On the Bulletin Board, first floor, Civic Center Building;
- On the Bulletin Board, first floor, Cascade County Court House;
- On the Bulletin Board, Great Falls Public Library

Lisa Kunz, City Clerk

(SEAL OF CITY)

EXHIBIT "A"**PUBLIC HEARING NOTICE**

Notice is hereby given that the City Commission of the City of Great Falls, Montana, will hold a public hearing on Ordinance 3022 on November 5, 2008, at 7:00 P.M., in the Commission Chambers of the Civic Center Building, #2 Park Drive South, Great Falls, Montana.

Said Ordinance was accepted for consideration on first reading and is to establish the Great Falls International Airport Tax Increment Financing Industrial District for the purpose of encouraging industrial growth by providing a financial mechanism to install necessary infrastructure improvements. The proposed District includes all of the incorporated properties of the Great Falls International Airport and contains 1979 acres.

The City is authorized by Title 7, Chapter 15, Part 42, Montana Code Annotated, to establish a tax increment financial industrial district and to use the tax increment generated within the district to finance the costs of certain infrastructure improvements in order to encourage the attraction, growth and retention of secondary value-adding industries.

Copies of said Ordinance, which contains a legal description and a map of the proposed District, can be obtained at the City Clerk's Office, Civic Center Building, Great Falls, Montana.

Any interested person may appear at the public hearing and speak in favor of or against Ordinance 3022 or submit in writing any comments to the City Clerk prior to or during said hearing.

If special accommodations for disabilities are needed, please call 771-1180, Ext 438 or TDD 454-0495.

/s/ Lisa Kunz, City Clerk

PUBLICATION DATES: October 19 & 26, 2008

Exhibit 2. Legal Description of the Great Falls International Airport TIFID

Legal Description

The proposed Great Falls International Airport TIFID includes all that real property in the City of Great Falls, County of Cascade, State of Montana, which lies within the following described boundary, as of October 2008. The described boundary is coincidental to the legal description for the Great Falls International Airport.

“The POINT OF BEGINNING is at the southeast corner of Section 8, Township 20 North, Range 3 East; thence along the east line of said section, North 00°20'17" West, a distance of 1313.50 feet; thence North 89°49'00" West, a distance of 205.05 feet; thence North 89°49'52" West, a distance of 1130.62 feet; thence North 53°35'22" West, a distance of 237.30 feet; thence South 07°55'24" West, a distance of 472.63 feet; thence North 89°48'47" West, a distance of 1035.78 feet; thence South 00°13'51" West, a distance of 986.89 feet to the northwest corner of the Northeast Quarter of Section 17, Township 20 North, Range 3 East; thence along the west line of said Northeast Quarter of said section, South 00°31'52" West, a distance of 2642.24 feet to the northeast corner of the East Half of the Southwest Quarter of the above said Section 17; thence along the north line of said aliquot part, North 89°49'46" West, a distance of 1328.89 feet to the northwest corner of said aliquot part; thence along the west line of said aliquot part, South 00°19'55" West, a distance of 2630.17 feet to the north line of Section 20, Township 20 North, Range 3 East; thence along the north line of said Section 20, North 89°38'19" West, a distance of 738.21 feet; thence South 00°09'43" East, a distance of 2641.70 feet to the north line of the Southwest Quarter of the above said Section 20; thence along the north line of said Southwest Quarter, North 89°22'25" West, a distance of 580.06 feet to the northwest corner of said Southwest Quarter; thence along the west line of said Southwest Quarter, South 00°18'14" East, a distance of 821.55 feet; thence South 45°01'17" West, a distance 42.19 feet; thence South 45°00'59" West, a distance of 2417.04 feet to the north line of Section 30, Township 20 North, Range 3 East; thence along the north line of said Section 30, North 87°38'03" West, a distance of 905.29 feet to the northwest corner of the Northeast Quarter of said Section 30, Township 20 North, Range 3 East; thence along the west line of said aliquot part, South 00°46'52" East, a distance of 1630.31 feet to the southerly right-of-way line of Highway Project No. FAP 218-(6); thence along said southerly right-of-way line, South 69°25'46" West, a distance of 2152.03 feet to the west line of the above said Section 30; thence along said west line of said section, South 01°09'05" West, a distance of 182.26 feet to the northwest corner of the Southwest Quarter of said Section 30, Township 20 North, Range 3 East; thence along the west line of said aliquot part, South 01°04'33" West, a distance of 360.99 feet to the northwesterly right-of-way line of Interstate 15 (Project Number I15-5 (29) 259); thence along said northwesterly right-of-way line, North 84°59'39" East, a distance of

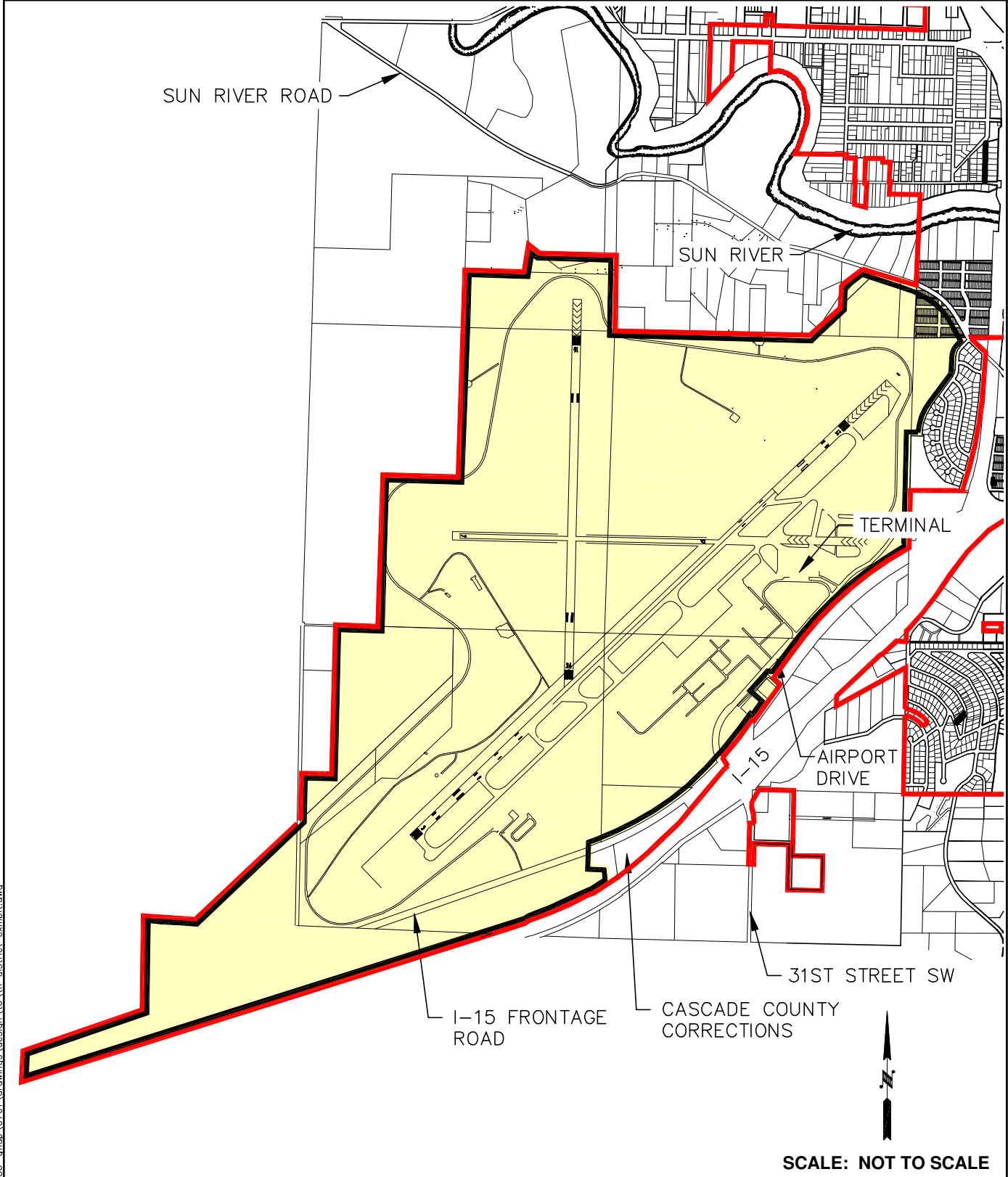
82.19 feet; thence continuing along said northwesterly right-of-way line, North 70°58'05" East, a distance of 9112.64 feet; thence continuing along said northwesterly right-of-way line, North 54°02'36" East, a distance of 88.14 feet to the beginning of a 5580.00 foot radius curve, concave northwesterly, having a radial bearing of North 19°53'25" West; thence continuing along said northwesterly right-of-way line and along said curve, through a central angle of 10°59'56", an arc length of 1071.17 feet; thence continuing along said northwesterly right-of-way line, North 72°53'03" East, a distance of 100.64 feet to the beginning of a 5605.00 foot radius curve, concave northwesterly, having a radial bearing of North 31°53'24" West; thence continuing along said northwesterly right-of-way line, along said curve and through a central angle of 5°10'01", an arc length of 505.45 feet; thence leaving said northwesterly right-of-way of Interstate 15, North 08°28'52" West, a distance of 555.23 feet; thence North 08°02'28" West, a distance of 14.62 feet to a point on the southeasterly right-of-way line of Highway Project No. FAP 218-(5), said point being on a 5790.00 foot radius curve concave northwesterly, having a radial bearing of North 24°34'19" West; thence northeasterly along said right-of-way line and along said curve, through a central angle of 18°17'38", an arc length of 1848.69 feet to the south line of the northwest quarter of Section 21, Township 20 North, Range 3 East; thence along said south line of said aliquot part, North 89°52'17" West, a distance of 206.72 feet to a point on the northwesterly right-of-way line of the above said Highway Project No. FAP 218-(5), said point being on a 5650.00 foot radius curve concave northwesterly, having a radial bearing of North 41°23'33" West; thence northeasterly along said right-of-way line and along said curve, through a central angle of 5°38'10", an arc length of 555.78 feet to the southeast corner of Montana Air National Guard Lease Tract A101-4; thence along the boundary of said lease tract for the following ten courses: North 89°35'45" West, a distance of 449.33 feet, North 00°00'37" West, a distance of 100.00 feet, North 89°26'05" West, a distance of 198.25 feet, South 00°53'29" West, a distance of 100.00 feet, North 89°39'46" West, a distance of 269.35 feet, South 00°40'38" West, a distance of 392.96 feet, North 89°52'17" West, a distance of 967.70 feet, North 08°38'53" West, a distance of 431.10 feet, North 00°28'25" West, a distance of 1214.58 feet, and North 45°00'56" East, a distance of 1007.13 feet to the southwest corner of Montana Air National Guard Lease Tract A101-1; thence along the northwesterly boundary of said lease tract for the following two courses: North 44°54'22" East, a distance of 430.02 feet, and North 44°59'13" East, a distance of 1338.04 feet to the southwest corner of Montana Air National Guard Lease Tract A101-5; thence along the boundary of said lease tract for the following four courses: North 45°00'30" East, a distance of 214.96 feet, South 44°26'54" East, a distance of 250.03 feet, North 45°32'51" East, a distance of 73.21 feet, and South 44°25'04" East, a distance of 173.20 feet; thence South 52°10'36" East, a distance of 21.49 feet, to a point on the above said Lease Tract A101-1; thence along the boundary of said lease tract for the following two courses: South 44°34'18" East, a



distance of 380.00 feet, and South 45°25'42" West, a distance of 554.17 feet to the northerly corner of Montana Air National Guard Lease Tract JKSE 20030012; thence along the boundary of said lease tract for the following four courses: South 44°56'17" East, a distance of 791.25 feet, South 40°33'56" West, a distance of 283.11 feet, North 44°34'18" West, a distance of 314.93 feet, and South 44°53'33" West, a distance of 460.42 feet to a point on the above_said Lease Tract A101-4; thence along the boundary of said lease tract for the following two courses: South 43°57'15" East, a distance of 686.00 feet, and South 00°20'52" West, a distance of 181.47 feet to a point on the northwesterly right-of-way line of the above_said Highway Project No. FAP 218-(5); thence along said right-of-way, South 34°22'30" West, a distance of 54.86 feet to the southwesterly line of that parcel denoted as Tract 1 on Certificate of Survey Number 2271, records of Cascade County, Montana; thence along said southwesterly line of said Tract 1, South 49°22'42" East, a distance of 40.60 feet to the southeasterly corner thereof; thence along the southeasterly line of said Tract 1, the following three courses: North 34°15'32" East, a distance of 156.30 feet; North 34°23'29" East, a distance of 208.58 feet; and North 34°24'09" East, a distance of 74.13 feet to the northeasterly corner thereof; thence along the northeasterly line of said Tract 1, North 49°18'30" West, a distance of 273.50 feet to the northwesterly corner thereof, said point being the southwesterly corner of that parcel denoted as Tract 2 on Certificate of Survey Number 2271, records of Cascade County, Montana; thence along the northerly line of said Tract 2, North 40°39'51" East, a distance of 251.54 feet to the northwesterly corner thereof; thence North 40°38'20" East, a distance of 87.15 feet to the north line of the Southwest Quarter of the Northwest Quarter of the Northeast Quarter of Section 21, Township 20 North, Range 3 East, as denoted on Certificate of Survey Number 1351, records of Cascade County, Montana; thence along said north line, South 89°17'57" East, a distance of 88.41 feet to the northwesterly right-of-way line of the now partially abandoned Highway Project No. FAP 218-(5); thence along said line North 34°19'05" East, a distance of 464.71 feet to the beginning of a 6450.48 foot radius curve, concave southeasterly, having a radial bearing of South 55°41'57" East; thence along said right-of-way line and along said curve through a central angle of 24°42'43", an arc length of 2782.13 feet to the east line of Section 16, Township 20 North, Range 3 East; thence along the east line of said Section 16, North 00°09'45" West, a distance of 1011.66 feet, and North 00°07'19" West, a distance of 950.12 feet to the northwest corner of that area denoted as "Park" on the West Hill Subdivision, the copy of which is on file with Cascade County, Montana; thence along the north line of said "Park", South 89°48'05" East, a distance of 188.49 feet to a point on the westerly right-of-way line of 4th West Hill Drive; said point being on a 1015.00 foot radius curve, concave easterly, having a radial bearing of South 89°28'58" East, thence northeasterly along said westerly right-of-way and along said curve through a central angle of 35°06'22", an arc length of 621.91 feet; thence continuing along said westerly right-of-way, North 35°23'00" East, a distance of 578.09 feet to the

beginning of a 200.00 foot radius curve, concave northwesterly, having a radial bearing of North 54°37'56" West; thence continuing northerly along said westerly right-of-way and along said curve through a central angle of 35°03'56", an arc length of 122.40 feet; thence continuing along said westerly right-of-way, North 00°16'15" East, a distance of 234.13 feet to the beginning of a 249.63 foot radius curve, concave southeasterly, having a radial bearing of South 89°52'12" East continuing northeasterly along said westerly right-of-way and along said curve through a central angle of 43°02'26", an arc length of 187.52 feet; thence continuing along said westerly right-of-way North 43°10'14" East, a distance of 172.45 feet to the southwesterly right-of-way line of the Sun River Highway; thence northwesterly along said southwesterly right-of-way line, North 48°34'36" West, a distance of 52.26 feet to the south line of Section 10, Township 20 North, Range 3 East; thence along said south line of Section 10, South 88°15'19" West, a distance of 36.95 feet to the southeast corner of Lot 17, Block 14 of Sun River Addition, the copy of which is on file with Cascade County, Montana; thence along the east line of said Lot 17, North 00°15'55" East, a distance of 26.32 feet; thence North 00°15'55" East, a distance of 16.00 feet to the southeast corner of Lot 16 of said Block 14 of Sun River Addition; thence along the east line of Lot 16, North 00°15'55" East, a distance of 120.00 feet to the northeast corner thereof; thence along the north line of Lots 16 through 13 of Block 14 of Sun River Addition; North 89°44'05" West, a distance of 100.00 feet to the northwest corner of said Lot 13; thence North 00°15'55" East, a distance of 60.00 feet to the southeast corner of Lot 21, Block 11 of Sun River Addition; thence along the east line of said Lot 21, North 00°15'55" East, a distance of 120.00 feet to the northeast corner thereof; thence along the north line of Lots 21 through 19 of Block 11 of Sun River Addition, North 89°44'05" West, a distance of 75.00 feet to the northwest corner of said Lot 19; thence North 00°15'55" East, a distance of 16.00 feet to the southeast corner of Lot 9, Block 11 of Sun River Addition; thence along the east line of said Lot 9, North 00°15'55" East, a distance of 120.00 feet to the northeast corner thereof; thence along the north line of Lots 9 through 3 of Block 11 of Sun River Addition, North 89°44'05" West, a distance of 174.94 feet to the Northwest corner of said Lot 3; thence North 00°09'32" East, a distance of 60.00 feet to the southeast corner of Lot 31, Block 8; thence along the east line of said Lot 31, North 00°09'32" East, a distance of 120.03 feet to the northeast corner thereof; thence along the north line of Lots 31 and 32, Block 8 of Sun River Addition; North 89°45'32" West, a distance of 50.03 feet to the northwest corner of said Lot 32; thence North 89°47'14" West, a distance of 60.00 feet to the northeast corner of Lot 16 of Block 9 of Sun River Addition; thence North 57°20'43" West, a distance of 29.80 feet to the southeast corner of Lot 14 of Block 9 of Sun River Addition; thence along the east line of said Lot 14, North 00°09'43" East, a distance of 3.07 feet to a point on the southwesterly right-of-way line of Sun River Road, said point being on a 1060.00 foot radius curve, concave southwesterly, having a radial bearing of South 35°08'31" West; thence northwesterly along said southwesterly right-of-way line and along said

curve through a central angle of $03^{\circ}15'07''$, an arc length of 60.17 feet to the east line of Lot 12 of Block 9 of Sun River Addition; thence along said east line of said Lot 12, North $00^{\circ}11'29''$ East, a distance of 83.84 feet to the northeast corner thereof; thence along the north line of Lots 12 through 1, Block 9 of Sun River Addition, North $89^{\circ}50'17''$ West, a distance of 301.23 feet to the northwest corner of said Lot 1; thence North $89^{\circ}50'17''$ West, a distance of 12.67 feet to the west line of Section 10, Township 20 North, Range 3 East; thence along said west line North $01^{\circ}15'30''$ East, a distance of 120.38 feet to the centerline of a 60.00 foot wide County Road, thence along said centerline of said County Road North $64^{\circ}42'36''$ West, a distance of 1.41 feet; thence continuing along said centerline of said County Road, North $74^{\circ}26'53''$ West, a distance of 288.60 feet and North $73^{\circ}40'45''$ West, a distance of 426.62 feet; thence leaving said County Road centerline, South $45^{\circ}20'37''$ West, a distance of 510.64 feet; thence South $14^{\circ}17'23''$ West, a distance of 914.33 feet; thence South $74^{\circ}13'45''$ West a distance of 258.66 feet; thence North $61^{\circ}01'43''$ West a distance of 357.82 feet to the north line of Section 16, Township 20 North, Range 3 East; thence along said north line North $89^{\circ}59'48''$ West, a distance of 793.10 feet, and North $89^{\circ}59'12''$ West, a distance of 2612.01 feet to the POINT OF BEGINNING, and containing 1978.898 acres of land.

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	DISTRICT BOUNDARY
	CITY LIMITS

**PROPOSED GREAT
FALLS AIRPORT TIFID
DISTRICT**


 Phone: (406)452-8600 Fax: (406)452-8700
FIGURE 1

Exhibit "C"

Great Falls International Airport

Tax Increment Financing Industrial District Plan

1. INTRODUCTION

The Great Falls International Airport (GFIA) Authority is interested in fostering the development of secondary, value adding industries in the City of Great Falls as part of its overall mission to promote aviation related economic development, to improve area employment opportunities and to expand the tax base. This effort will be facilitated through the creation of a Tax Increment Financing Industrial District or TIFID, which will encompass the entire Airport property.

History of the Great Falls International Airport

The GFIA was developed in response to an initiative of the U.S. Department of Commerce in 1928. The City acquired 640 acres of land and construction was started on Runway 16/34, which was completed in June 1929. By 1939 the airport facilities included four runways, a large hangar, and an administration building.



Early Air Mail Plane

In 1939, the Great Falls Airport Commission appealed to Harry H. Woodring, Secretary of War, to locate an Air Corps squadron at Great Falls. In 1941, the Civil Aeronautics Authority provided money for the further development of the Great Falls Municipal Airport, which was known then as Gore Field.

During World War II, the airport was leased by the U.S. War Department and used as a base for the 7th Ferrying Command. During the war years, more than 7,500 bombers and fighter aircraft passed through Great Falls on their way to the war fronts in Europe and the Pacific. While using the airport as an airbase, the U.S. Army acquired an additional 740 acres of land and built many buildings and other facilities.



First Terminal

In June 1948, the U.S. War Department deeded the airport back to the City of Great Falls with the stipulation that the facility could revert to military control in the event of a

national emergency. The airport was released from this clause in 1961. In 1975, the terminal at the GFIA was replaced and all runways, aprons, and taxiways updated. With use of Federal Aviation Administration (FAA) matching funds, the Airport Authority performs annual operations, maintenance, and capital improvements.¹ In addition to commercial, freight and private air services, the GFIA houses the 120th Fighter Group of the Montana Air National Guard (MANG) on 138 acres just southwest of the Terminal area.

Today, the GFIA is governed by a Regional Airport Authority, which recognizes the economic influence that airports have on the areas they serve. To this end, the Great Falls International Airport Authority (Authority) has reconstructed 80% of its existing infrastructure and expanded its aviation infrastructure to support the development of 29 new hangers. FedEx Cargo has established a 79,000 square foot regional hub at the Airport and since 2000, the Authority has helped to foster the creation of 300 new jobs of which 200 are primary sector jobs.

In 2006, privately owned businesses located on airport property generated \$685,000 in property taxes that benefit city and county governments, as well as area schools. This amount represents a 78% increase since 2003. However, airport area infrastructure is near its capacity. As a result, the Authority is faced with limitations on new development due to a lack of developable sites with sufficient utilities, roads and general infrastructure improvements. Installing additional infrastructure would allow the Authority to continue growing the tax base for the community. However, there are no viable revenue sources to install the infrastructure necessary to leverage growth of secondary, value adding industries.

Tax Increment Financing for Industrial Development

At the request of and in concert with the Airport Authority, the City of Great Falls intends to establish a Tax Increment Financing Industrial District (TIFID) at the Great Falls International Airport. The base year for the purposes of measuring any incremental value will be 2008 and the base value will be calculated as of January 1, 2008.

Tax increment financing is a mechanism that allows communities to use new tax dollars resulting from increasing taxable value for reinvestment within the geographic area in which they are derived. Until 1989, tax increments could only be used for rehabilitation efforts within urban renewal areas, which were usually blighted central business districts. In 1989, the Montana Legislature amended the Montana Urban Renewal Law to enable municipalities to create special industrial districts which could employ tax

¹ Great Falls International Airport History, http://www.gtfairport.com/airport_info/history.html

increment financing to assist in the development and retention of secondary, value-adding industries. In doing so, the Legislature noted that the State of Montana wishes to encourage secondary, value-adding industrial manufacturing that uses Montana timber, mineral, oil and gas, coal and agricultural resources in the production of goods in the State. The legislation recognized that secondary, value-adding industries, in order to be competitive in today's world economy, require expensive infrastructure that is beyond the means of most Montana communities. Senate Bill 472 resulted in Section 7-15-4299 Montana Code Annotated (MCA), originally codified in 1989 and amended in 2007. This law enables communities to assist in industrial development in areas that are deemed to be infrastructure deficient. Tax increment financing may now be used for improvements as defined in 7-15-4288 MCA.

In March of 2008, the Montana Department of Revenue, under its administrative rule making authority, more specifically defined "secondary industries" as those that use mechanical or chemical processes to transform materials or substances into new products in the manner defined as manufacturing in the North American Industry Classification System Manual. These industries engage in the:

- processing of raw materials, such as minerals, ore, oil, gas, coal, agricultural products, and forestry products; or
- processing of semi-finished products that are used by the industry as a raw material in further manufacturing.

"Value-added" is defined as an increase in the worth of the raw or semi-finished product that results from a mechanical or chemical transformation and may not be attributable to a mere increase in existing production.

In order to make use of this innovative economic development strategy, the City of Great Falls must adopt an industrial development plan which defines the specific geographic area within which the tax increment will be measured and reinvested. Further, the plan must outline those activities that the local government intends to undertake in order to successfully develop (or retain) value-adding industrial activity.

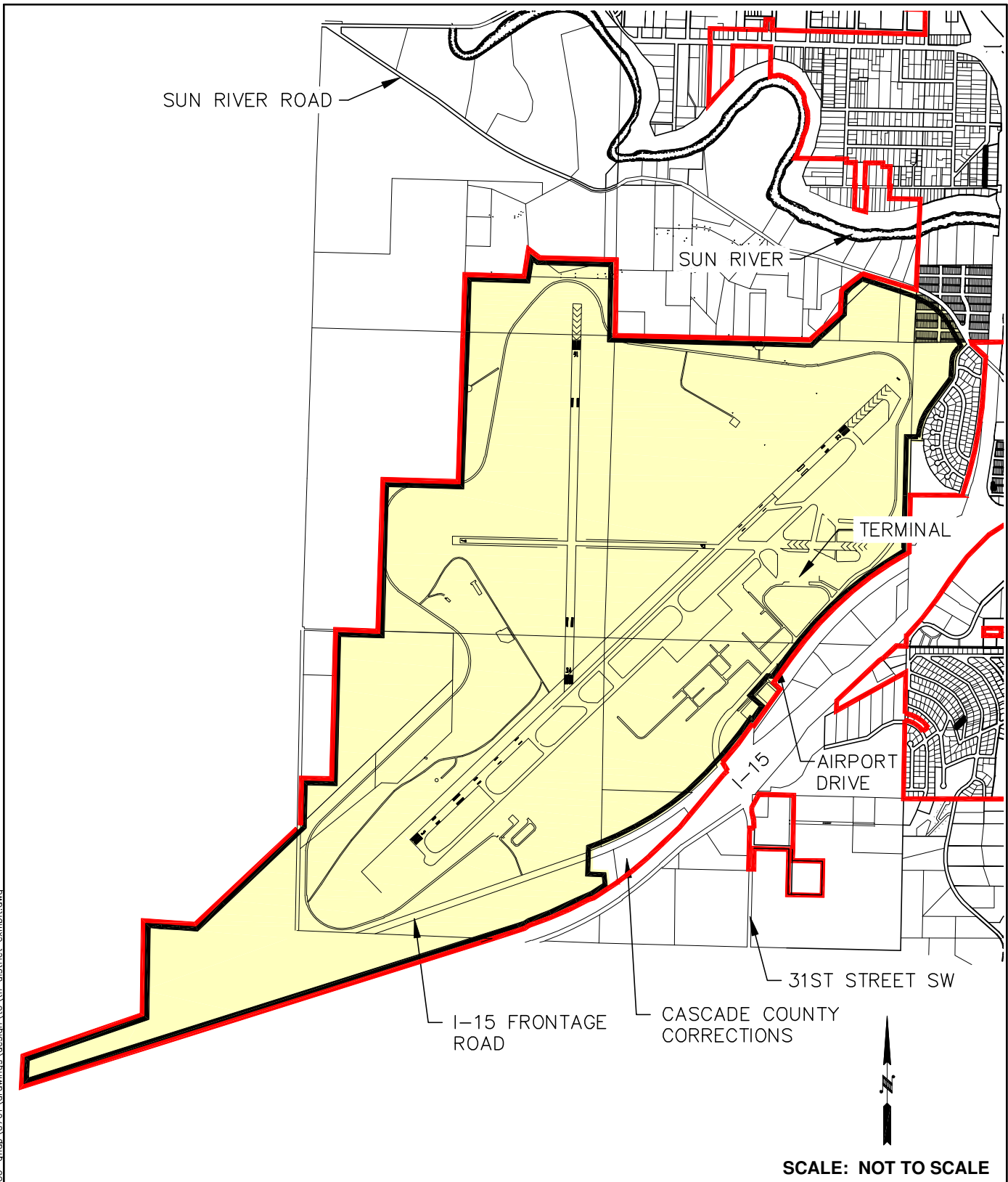
2. DISTRICT DESCRIPTION



The GFIA is situated at the western limits of Great Falls, Montana in Cascade County and is located entirely within the Great Falls corporate limits.

Location Map


Figure 1 illustrates the proposed area of the Great Falls International Airport TIFID. (A separate Exhibit B contains the legal description of the Airport).

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	DISTRICT BOUNDARY
	CITY LIMITS

PROPOSED GREAT FALLS AIRPORT TIFID DISTRICT

 <p>SE Stalling Engineers, Inc. Phone: (406)452-8600 Fax: (406)452-8700</p>
<p>FIGURE 1</p>

3. EXISTING INFRASTRUCTURE ANALYSIS

The existing infrastructure at the GFIA includes a combination of public and private utility services built in response to growth and needs at the Airport. These are summarized in Figures 2-5.

Figure 2 shows current City water and sanitary sewer utilities. The Airport's location and elevation, well above all treatment facilities, dictates the location of lift stations and the distances required to service mains. Key water connections exist at three separate locations into the GFIA. All sanitary sewer lines are channeled into the single sewer main connection, just north of the Airport Interchange on Interstate 15.

Figures 3A and 3B show both the public roads and the City storm drain facilities. The Airport generally drains toward the north, and provides on-site storm water detention which is a permitted-industrial release site, through the Montana Department of Environmental Quality (DEQ). Storm water is discharged at the north end of the Airport into the Sun River. The single connection to the road network is at I-15 Interchange # 277 with Airport Drive.

As the sole access road into the GFIA, Airport Drive also provides traffic distribution for the majority of airside and all landside facilities. Airport Drive is primarily a two-lane, urban street with some supplemental turning lanes. Design and operating speeds are less than 35 miles per hour (mph). Airport Drive serves as the sole emergency access to and from the Airport and currently serves all vehicle types, with a mix ranging from large semi-trailers to passenger cars. The I-15 Frontage Road also provides access to the undeveloped, southern portion of the Airport lands, on a two-lane rural roadway. In an agreement with the City of Great Falls, the GFIA provides street maintenance on Airport Drive and other, public streets that serve the terminal and freight areas.

The Airport Perimeter Road circumnavigates the fenced (secured, airside of the Airport). Due to aviation security requirements, this roadway is considered a private roadway and has no public access. It is primarily a narrow, two-lane, paved surface with no signing, striping or shoulders.

Natural gas service lines provided by Energy West are shown in Figure 4. This current system extends along Airport Road from the Terminal/MANG areas to the north Airport boundary, terminating at the FedEx facility.

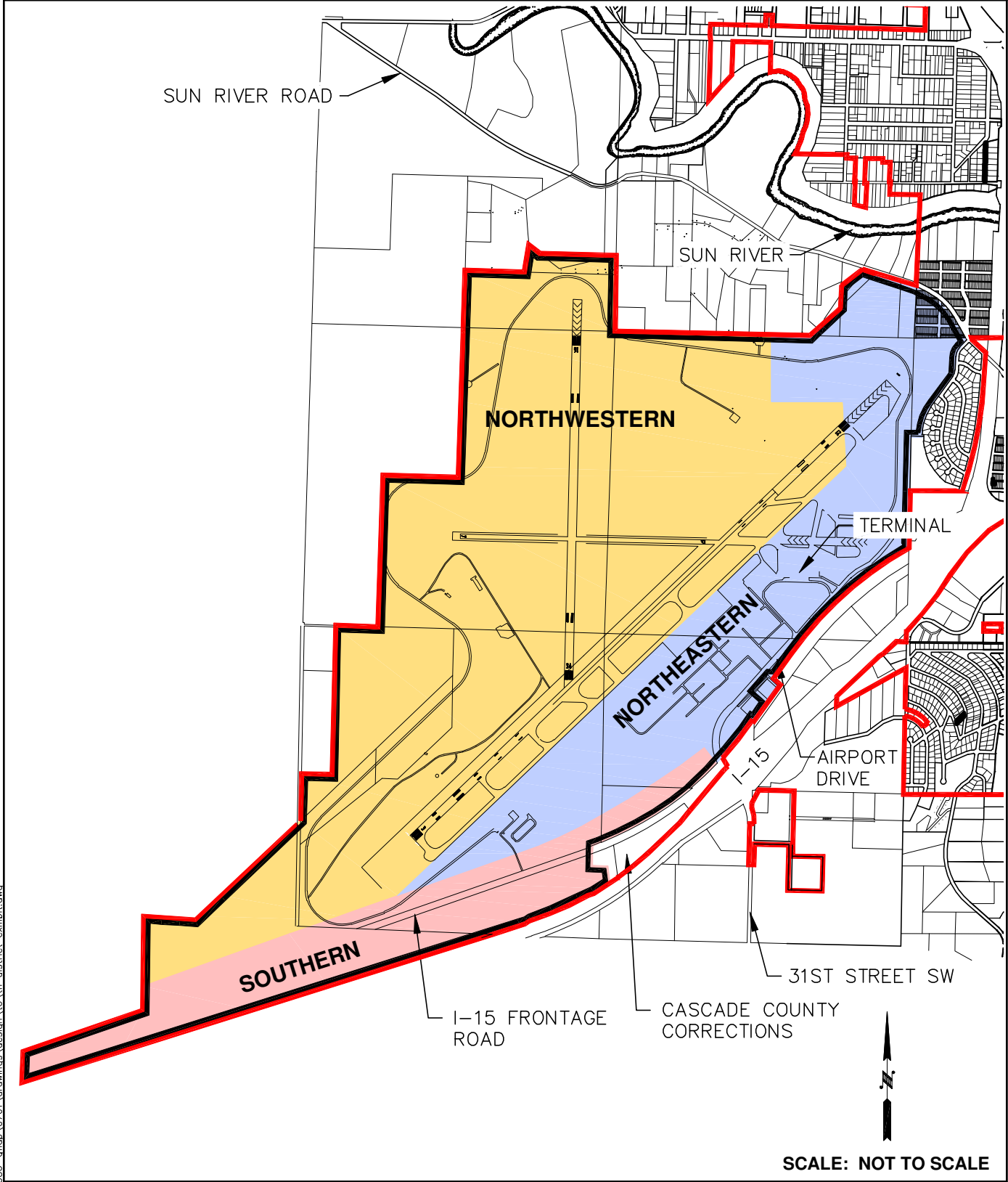
Figure 5 shows Northwestern Energy's electric lines and available communication service. Although numerous electric lines are shown along the runways, these service

lines are not considered for extension to future development. Local and long-distance telephone connections are currently available at the Terminal and developed areas. Both fiber optic and cable connections exist on the east (non-airport) side of I-15 with some fiber lines extending to specific buildings (MANG, Federal Aviation Administration, etc) within the GFIA.




4. INFRASTRUCTURE DEFICIENCIES FOR TARGETED SECONDARY, VALUE-ADDING INDUSTRIES

The development of secondary, value-adding industries in the TIFID will require adequate infrastructure -- roads, sewer, water, electricity and communications. A review of the existing infrastructure and the infrastructure needed for the development of secondary, value-adding industries within the TIFID reveals the following deficiencies, which are presented by sub area within the proposed TIFID.

Figure 6 shows three geographic areas within the TIFID that currently provide similar infrastructure services. These areas were established to summarize the infrastructure deficiencies for the development of secondary, value adding industries within the TIFID.



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	DISTRICT BOUNDARY
	CITY LIMITS
	INFRASTRUCTURE DISCUSSION AREAS

PROPOSED GREAT FALLS AIRPORT TIFID DISTRICT

SE *Stalling Engineers, Inc.*
 Phone: (406)452-8600 Fax: (406)452-8700

FIGURE 6

Deficiencies by Area

The Northeastern Area (from the I-15 interchange, north to the FedEx complex) of the TIFID is well served by all infrastructure, except roads and communication infrastructure. The road infrastructure is limited by the lack of dual access and the capacity limits of a single, two-lane, low-speed road for all Airport access.

- Cable and fiber-optic service do not exist as services have not been extended across the Interstate to serve any of the Airport or TIFID areas at the time of this evaluation.

The Southern Area (generally south of Airport Drive and directly along the I-15 Frontage Road) has service connections at the east edge, but few extensions along the Frontage Road corridor.

- Electricity, telephone, water and sanitary sewer services are available at the east edge but would require main (or transmission line) extensions along the Frontage Road corridor.
- Gas and storm sewer would need to be connected to existing distribution systems. Gas would likely connect to existing systems in the Northeastern Area via an extension along the Frontage Road corridor. Storm systems could connect into either the Northeastern or Northwestern Areas, depending upon design needs.
- The road infrastructure provides reasonable access through this area but does not have intersection improvements (turn lanes, driveway approaches, traffic signals, lighting or roundabouts). Because the Frontage Road is under the Montana Department of Transportation (MDT) jurisdiction, additional access changes will be required to meet MDT access and design standards. The road infrastructure is also limited as Airport Drive provides the only emergency access (the Frontage Road does extend further south, but requires additional travel time that eliminates its feasibility as an emergency response route).
- Cable and fiber-optic service do not exist as services have not been extended across the Interstate to serve any of the Airport or TIFID areas at the time of this evaluation.

The Northwestern Area (all areas west of the main runway) essentially has no infrastructure suitable for industrial development. New connections to all infrastructure would be required for industry, including major extensions for:

- Water mains and service (including possible upgrading of Gore Hill systems for fire demand, which could include pump station, storage and distribution)
- Sanitary mains and distribution (including the possible addition of a lift station)
- Storm Drain Systems
- Roadway Systems (access to development and improvements to Frontage Road and/or Airport Drive)

- Gas (main and distribution lines)
- Electrical Service (transmission and distribution lines)
- Telephone Service
- Cable and fiber-optic service do not exist as services have not been extended across the interstate to serve any of the airport or TIFID areas at the time of this writing.

5. INDUSTRIAL DEVELOPMENT ACTIVITIES TO BE UNDERTAKEN

Once the TIFID is established, the Great Falls International Airport Authority, in concert with the City of Great Falls, will work to foster industrial economic development within the District. This program will be multifaceted and will include market analysis, capital improvement planning, industry recruitment, and project financing and implementation.

Identification of secondary, value-adding industries

The Authority has identified industries that could be targeted for development within the proposed TIFID. This list of industries is based on the following analysis, as provided by the Authority:

...industry groups, or clusters, have been identified as target industries for on-airport development. These industry clusters have a propensity to locate business activities on airports or immediately adjacent to airports, depending on airport land availability. Industry clusters were identified based on airport development trends throughout North America. It should be noted that these industry clusters are not specifically related to airport and aircraft services or visitor industry services. Rather, these industry clusters locate on an airport to take advantage of access to airside facilities such as air cargo facilities, aircraft aprons, taxiways and runways. By locating on the airport, these industries reduce, if not eliminate, time in trucking cross-city or –region, as well as being well positioned to receive air cargo and personnel.

The list of potential industries is presented in Table 1, as follows.

Table 1. Potential Industries for Attraction	
NAICS Code	Industry
334511	Search, Detection, Navigation, Guidance, Aeronautical, & Nautical System & Instrument Manufacturing
336411	Aircraft Manufacturing and Refurbishing
336412	Aircraft Engine and Engine Parts Manufacturing
336413	Other Aircraft Parts and Auxiliary Equipment Manufacturing
336414	Guided Missile and Space Vehicle Manufacturing
336415	Guided Missile and Space Vehicle Propulsion Unit and Propulsion Unit Parts Manufacturing
336419	Other Guided Missile and Space Vehicle Parts and Auxiliary Equipment Manufacturing
334111	Electronic Computer Manufacturing
334112	Computer Storage Device Manufacturing
334113	Computer Terminal Manufacturing
334119	Other Computer Peripheral Equipment Manufacturing
334210	Telephone Apparatus Manufacturing
334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing
334290	Other Communications Equipment Manufacturing
334310	Audio and Video Equipment Manufacturing
334412	Bare Printed Circuit Board Manufacturing
334413	Semiconductor and Related Device Manufacturing
334414	Electronic Capacitor Manufacturing
334418	Printed Circuit Assembly (Electronic Assembly) Manufacturing
334419	Other Electronic Component Manufacturing
333295	Semiconductor Machinery Manufacturing

Further research and analysis will be required to determine which of these industries can be actively recruited based on market conditions and Great Falls' unique position in the market place. Issues such as energy costs related to operations and transportation, distance from markets and overall industry trends, as well as infrastructure requirements will help determine industries to be targeted.

Capital Improvements Planning and Implementation

The Great Falls International Airport Authority will undertake the necessary planning required to identify more particularly the infrastructure required to support the development of targeted secondary, value-adding industries. This planning effort will address necessary capital improvements and the associated costs. Infrastructure design

and development could include roads and other transportation infrastructure, pedestrian ways, sewage pre-treatment, sewer lines, water mains, utilities, street lighting and buildings.

TIFID Program Design

Once targeted industries and required capital improvements have been more clearly identified, the next step will be to develop the mechanisms to implement the overall TIFID program. Given that private industrial development will generate the property taxes necessary to finance a portion of the infrastructure development, recruitment and infrastructure development must occur hand in hand. It is likely that construction of public infrastructure will be financed through the sale of Tax Increment Bonds in combination with other state and federal funding programs. Tax increment financing mechanisms can include:

- Tax Increment Bonds – Tax increment revenues would be pledged to pay bond principal and interest annually. The size and term of the bond would depend on tax increment revenues available from private sector taxpayers within the TIFID. While Montana law provides that tax increment districts may only be authorized for 15 years, the time period may be extended to coincide with the term of a tax increment bond, but no longer than an additional 25 years. In most cases, it will be necessary for the private taxpayer(s) to enter into an agreement with the City of Great Falls to assure, for the term of the bond, the annual payment of all property taxes due or an equivalent amount if the taxpayer no longer holds property in the district. The amount of tax increment realized each year must be enough to cover all bond payments due, as well as an adequate reserve.
- Annual Tax Increment Appropriations – The City of Great Falls may finance smaller public infrastructure improvements from its annual tax increment receipts by appropriation. Funds available each year would be determined by the size of the annual increment and any prior commitments (such as bond debt service requirements and administrative costs).
- Conventional Financing – The City of Great Falls may borrow funds from commercial lending institutions in order to finance public infrastructure improvements. Principal and interest on the loan will be paid by annual tax increment revenues. A conventional loan agreement will not, however, extend the authorized 15 year time period for a TIFID.

Per 7-15-4291 MCA, the City of Great Falls may enter into agreements with the other affected taxing bodies to remit to such taxing bodies any portion of the annual tax increment not currently required for the payment of the costs listed in 7-15-4288 MCA or pledged to the payment of the principal of premiums, if any, and interest on bonds.

Industry Recruitment

Once the District is established, local staff and resources and/or consultant services could be used to assist in the development of business plans, market studies and general research to recruit secondary, value-adding industries to the TIFID. Once the District starts generating revenue, TIFID funds may be directed to these activities as well.

Partnership Development

The TIFID program will rely on cooperative efforts among the City of Great Falls, the Airport Authority and other development organizations to achieve its goal of fostering industrial development. In many cases, these cooperative partners will work jointly on market analyses, business recruitment and capital improvements planning. Also, as noted above, it will be necessary to work with other local, state and federal entities in providing additional financing and matching funds to build industrial infrastructure in the TIFID. Potential partnerships can be forged using a variety of programs and funding mechanisms. A sampling of these includes:

Programs

- The Treasure State Endowment Program (Montana)
- Community Development Block Grant (U.S. Department of Urban Development)
- The Montana Intercap Program
- Economic Development Administration (U.S. Department of Commerce)
- *Water, Wastewater and Solid Waste Action Coordinating Team* (a group of professionals from state, federal, and non-profit organizations that finance, regulate, or provide technical assistance for community water and wastewater systems)
- Community Transportation Enhancement Program – Under 23 USC 133 (d) (2) (Federal Code), 10 percent of the Surface Transportation Program monies are awarded to each state for transportation enhancements.

Funding Mechanisms

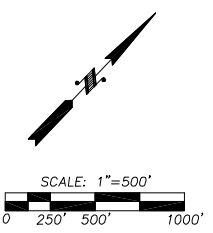
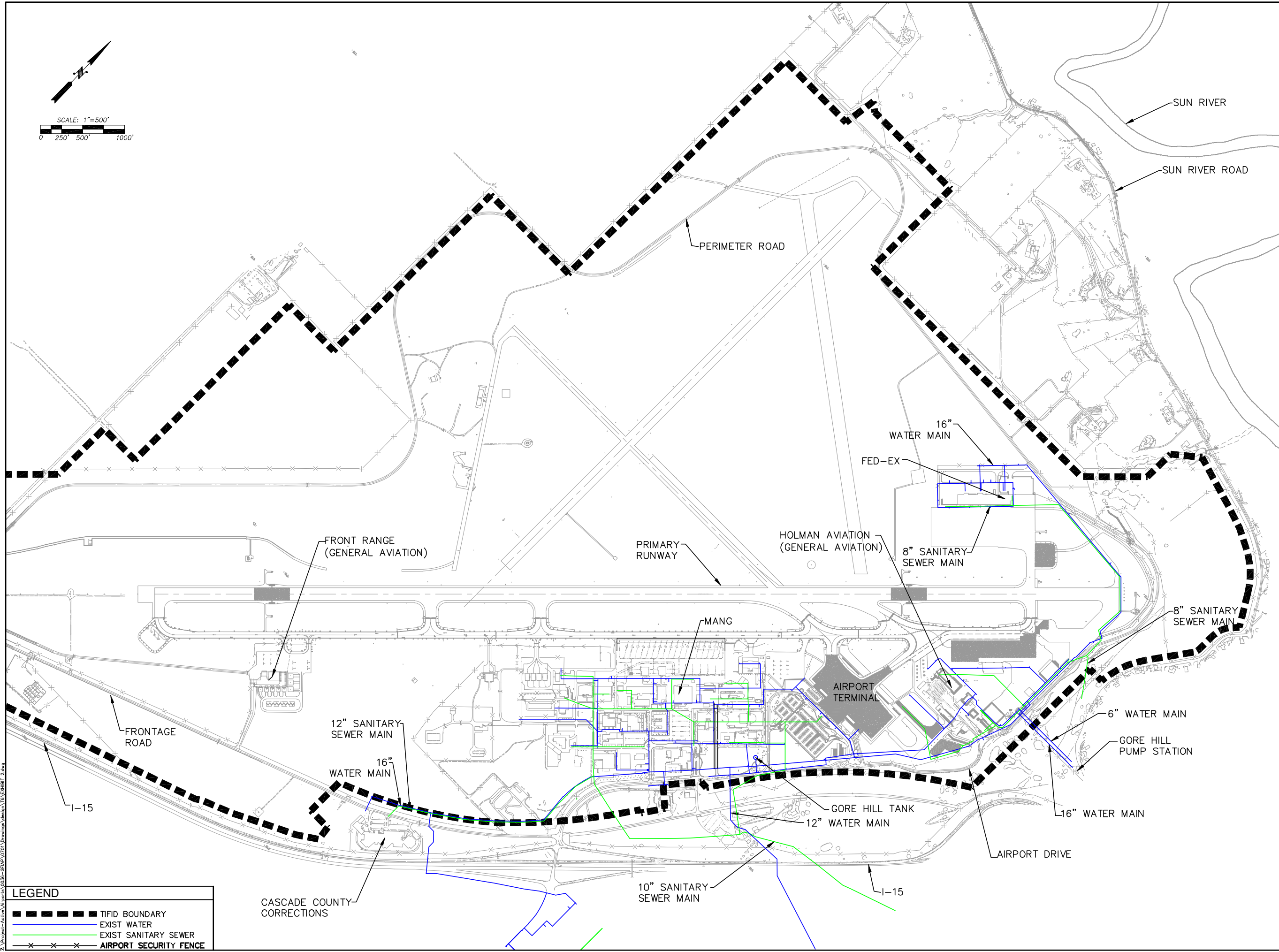
- Local mill levies for transportation infrastructure (7-14-4101 MCA)
- Transportation Improvement Authority (7-14-1001, MCA)
- Special Improvement Districts (7-12-4101 MCA)
- Debt Financing – Cities can make use of various kinds of debt financing to fund industrial development projects. These include general obligation bonds, special improvement district bonds and revenue bonds as well as Tax Increment Financing Bonds.
- State Fuel Tax (15-70-101MCA)

SE
Stelling
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Fax: (406)452-8700

**GREAT FALLS INTERNATIONAL AIRPORT
TIFID DISTRICT
GREAT FALLS, MONTANA**

**EXISTING
INFRASTRUCTURE
EXHIBIT
WATER & SEWER**

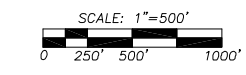
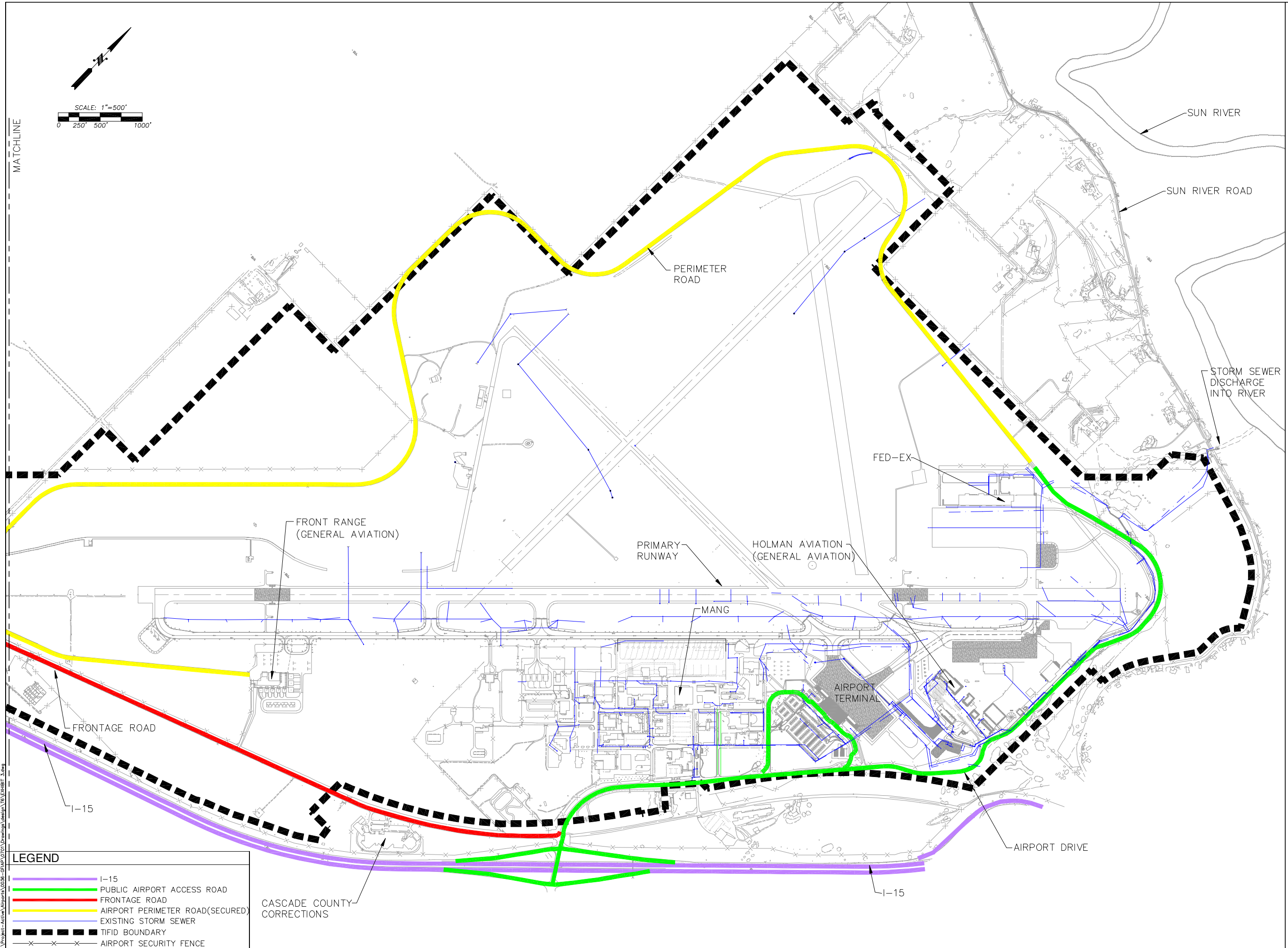
Project Number: 0036-0701-T6
Cadd Date: 8/20/11 (Drawn by:)
Designed by: J.D.W. Checked by:
Plot scale: P.H. Date: 8/20/11
AS SHOWN
Sheet number: 98
FIGURE 2



LEGEND

	TIFID BOUNDARY
	EXIST WATER
	EXIST SANITARY SEWER
	AIRPORT SECURITY FENCE

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MATCHLINE

LEGEND

	I-15
	PUBLIC AIRPORT ACCESS ROAD
	FRONTAGE ROAD
	AIRPORT PERIMETER ROAD (SECURED)
	EXISTING STORM SEWER
	TIFD BOUNDARY
	AIRPORT SECURITY FENCE

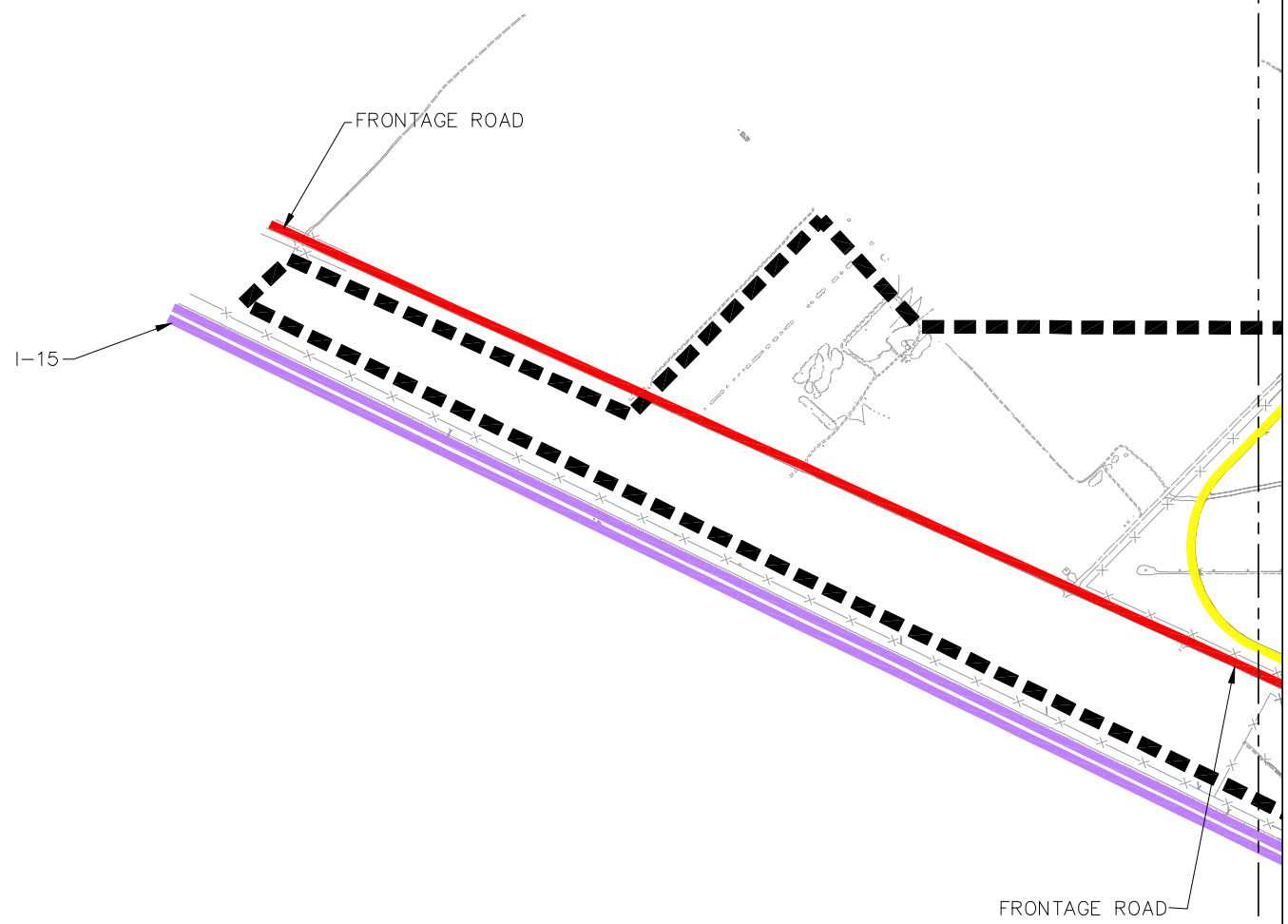
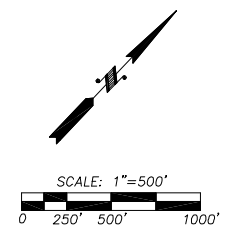
CASCADE COUNTY CORRECTIONS

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Stalling
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 Phone: (406)452-8600
 Fax: (406)452-8700

GREAT FALLS INTERNATIONAL AIRPORT
TIFD DISTRICT
 GREAT FALLS, MONTANA

EXISTING
INFRASTRUCTURE
EXHIBIT
ROADS & STORM
DRAINAGE

Project Number: 0036-0701-T6
 Cadd. Date: 8/1/16
 Designed by: PWH
 AS SHOWN
 Date: 8/1/16
 Sheet number: 99
 FIGURE 3A



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LEGEND	
	I-15
	PUBLIC AIRPORT ACCESS ROAD
	FRONTAGE ROAD
	AIRPORT PERIMETER ROAD(SECURED)
	EXISTING STORM SEWER
	TIFID BOUNDARY
	AIRPORT SECURITY FENCE

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 Phone: (406)452-8600
 Fax: (406)452-8700

GREAT FALLS INTERNATIONAL AIRPORT
TIFID DISTRICT
 GREAT FALLS, MONTANA

EXISTING
INFRASTRUCTURE
EXHIBIT
ROADS & STORM
DRAINAGE

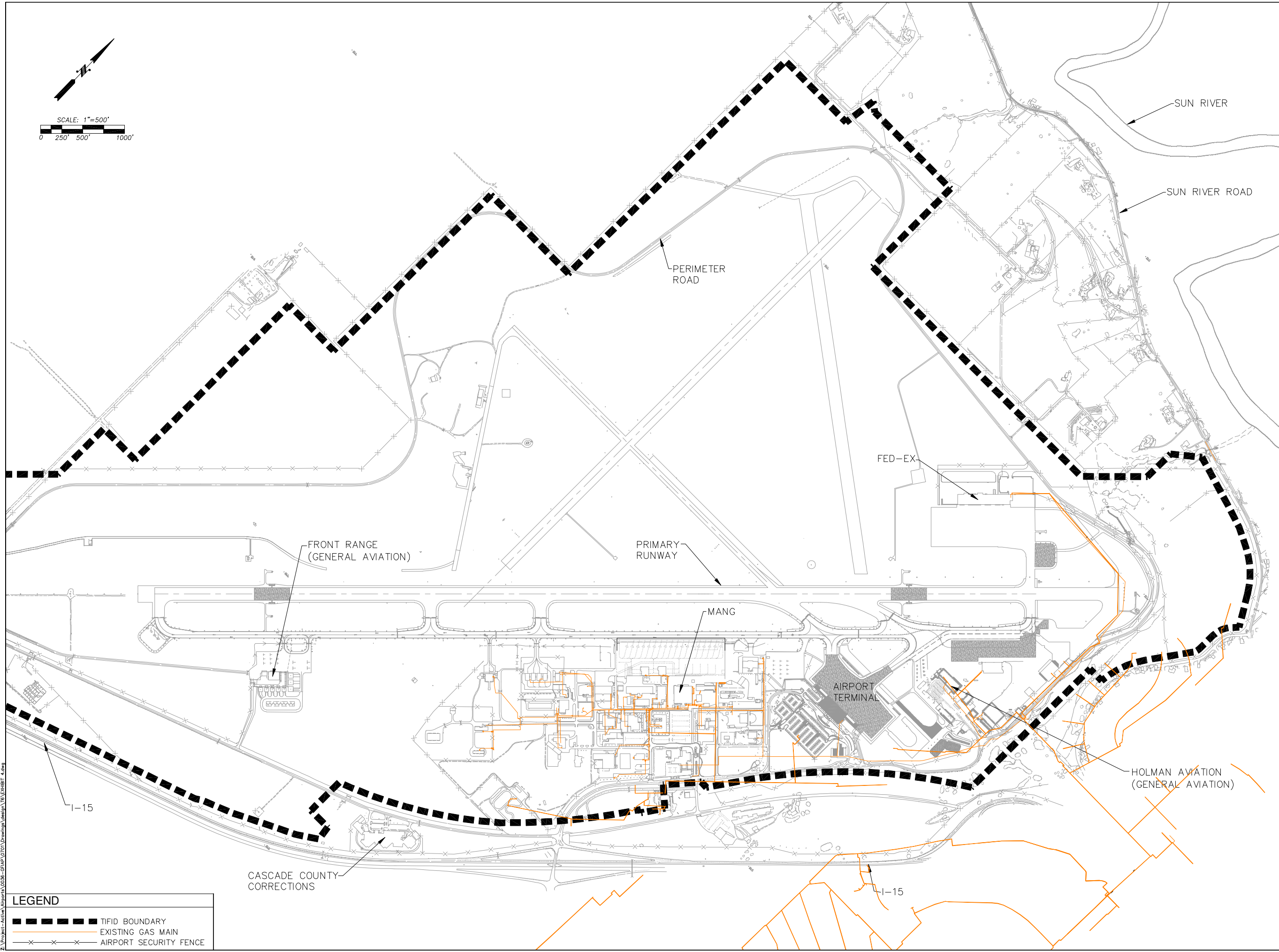
Project Number: 0036-0701-T6
 Civil Eng. & Surveying
 Designed by: PWH
 Checked by:
 Date:
 AS SHOWN
 Sheet number: FIGURE 3



GREAT FALLS INTERNATIONAL AIRPORT
TIFID DISTRICT
GREAT FALLS, MONTANA

EXISTING
INFRASTRUCTURE
EXHIBIT
NATURAL GAS

Project Number:	0036-0701-T6
Code:	0036-0701-T6
Designed by:	PJM
Checked by:	
Date:	
AS SHOWN	
FIGURE 4	



LEGEND

	TIFID BOUNDARY
	EXISTING GAS MAIN
	AIRPORT SECURITY FENCE

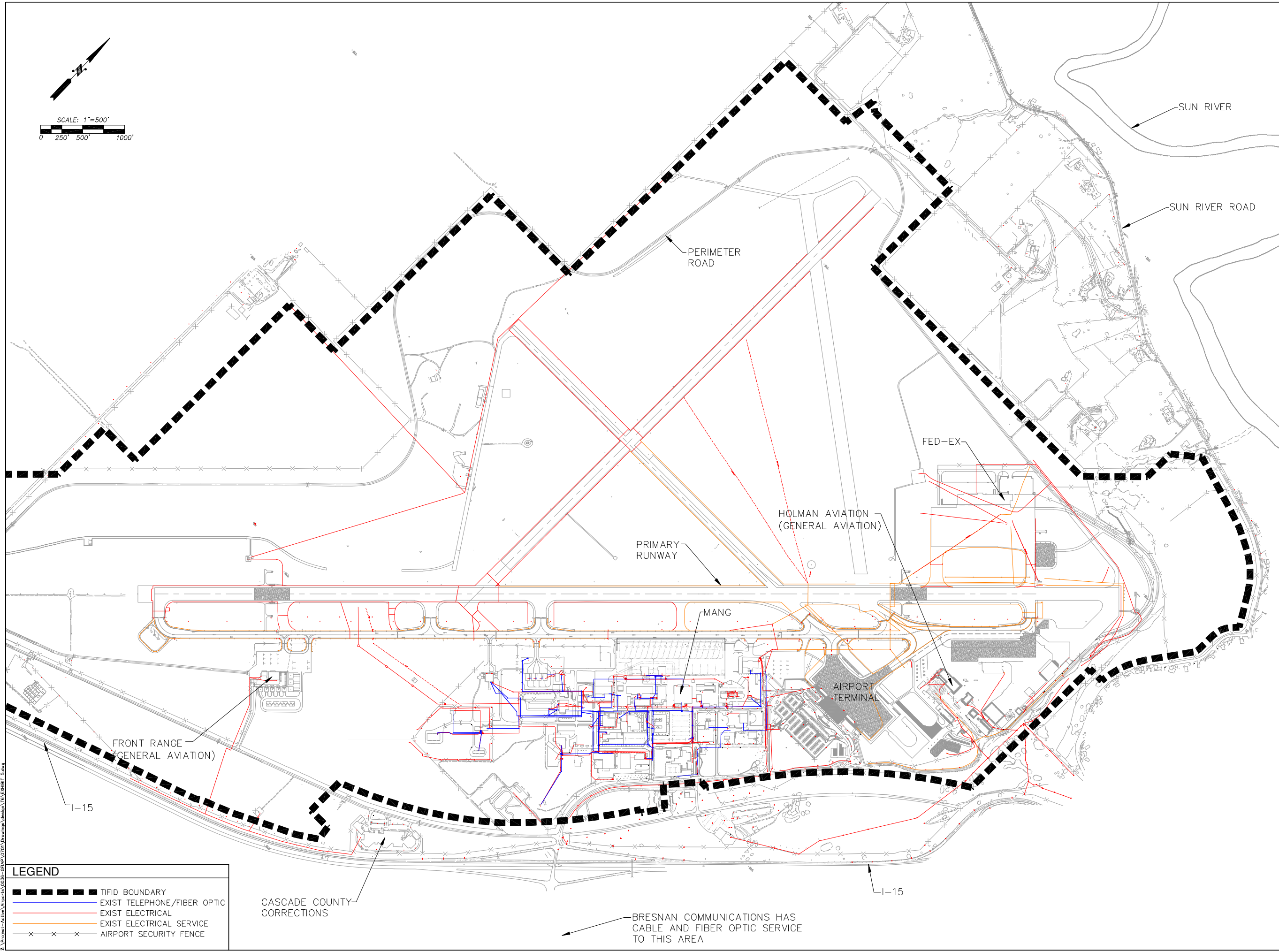
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GREAT FALLS INTERNATIONAL AIRPORT
TIFID DISTRICT
GREAT FALLS, MONTANA

EXISTING
INFRASTRUCTURE
EXHIBIT
ELECTRICAL &
COMMUNICATIONS

Project Number: 0036-0701-T6
Cadd Date: 5/20/11
Designed by: PWH
PLOT scale: AS SHOWN
Date: 5/20/11
Sheet number: 5
FIGURE 5



LEGEND

- █ TIFID BOUNDARY
- EXIST TELEPHONE/FIBER OPTIC
- EXIST ELECTRICAL
- EXIST ELECTRICAL SERVICE
- × AIRPORT SECURITY FENCE

CASCADE COUNTY CORRECTIONS

BRESNAN COMMUNICATIONS HAS CABLE AND FIBER OPTIC SERVICE TO THIS AREA

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DRAFT 02/16/2021

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT is dated as of [_____], 2021, between the CITY OF GREAT FALLS, a municipal corporation of the State of Montana (the “**City**”), and the GREAT FALLS INTERNATIONAL AIRPORT AUTHORITY, a regional airport authority created by the City and Cascade County, Montana (the “**Authority**”) for the ownership and operation of the Great Falls International Airport (the “**Airport**”).

WITNESSETH:

WHEREAS, under the provisions of the Montana Code Annotated, Title 7, Chapter 15, Parts 42 and 43, as amended (the “**Act**”), an industrial district may be established so that a municipality may undertake industrial infrastructure projects therein, provide for the segregation and collection of tax increment with respect to taxes collected in such district, issue its bonds to pay the costs of such projects, and pledge to the repayment of the bonds all or a portion of the tax increment derived from such district; and

WHEREAS, the City Commission, pursuant to Ordinance No. 3022, duly adopted on November 5, 2008, and revised by Ordinance No. 3043, duly adopted on September 1, 2009 (as such may be further amended and supplemented, (the “**Ordinance**”), created an industrial district known as the Great Falls International Airport Tax Increment Financing Industrial District (the “**District**”) and adopted the Great Falls International Airport Tax Increment Financing Industrial District Plan (the “**Plan**”) containing a tax increment financing provision; and

WHEREAS, as set forth in the Plan, the purpose of the District is to attract, grow and retain secondary, value-adding industries and the City has identified numerous infrastructure improvements necessary in order to further the objectives of the City and the Authority with respect to the development of the District; and

WHEREAS, the Authority proposes to undertake a multi-year, multi-phase development project on a 300-acre site in the District located at 4201 Ulm North Frontage Road Great Falls, Montana 59404 (the “**Project**”), the initial phase of which shall consist of the construction of one large metal warehouse building to be initially owned by the Airport and a private investment partner and which will be subdivided into three or more smaller bays (the “**Warehouse Bays**”), converted into condominium units and leased and/or sold primarily to third parties engaged in Secondary Industries (as defined herein) in furtherance of the purposes of the District as set forth in the Plan (the “**2021 Project**”); and

WHEREAS, the Authority submitted a City of Great Falls Tax Increment Financing (TIF) Application for Funds dated February 12, 2021 (the “**Application**”) for tax increment financing assistance with respect to certain qualified improvements associated with the Project, consisting of design and construction of electric lines, water lines, sewer lines, storm sewer

improvements, and roadway approaches, as further described on Exhibit A¹ hereto (the “**Infrastructure Improvements**”); and

WHEREAS, the City has determined, based on representations of the Authority, that the Project and the Infrastructure Improvements constitute an industrial development project under the Act and the Plan and that the Infrastructure Improvements are authorized by the Plan, and pursuant to Resolution No. [___], duly adopted on [____], 2021, the City is authorized to enter into this Agreement which sets forth the obligations of the City and the Authority with respect thereto.

NOW THEREFORE, the City and the Authority, each in consideration of the representations, covenants and agreements of the other, as set forth herein, mutually represent, covenant and agree as follows:

Section 1. Definitions; Rules of Interpretation; Exhibits.

1.1. Definitions. For all purposes of this Agreement, except as otherwise expressly provided or unless the context clearly requires otherwise, the following terms have the meanings assigned to them, respectively:

“**Act**” has the meaning given such term in the recitals.

“**Actual Taxable Value**” means the taxable value (as defined in the Act) of the Taxable Property as shown on or calculated from the assessment roll last equalized before the date of reference.

“**Agreement**” means this Agreement, including any amendment hereof or supplement hereto entered into in accordance with the provisions hereof.

“**Authority**” has the meaning given such term in the preamble.

“**Base Taxable Value**” means the Actual Taxable Value as of January 1, 2008, as such value is adjusted from time to time in accordance with the Act.

“**Bond Resolution**” means a resolution to be adopted by the Commission pursuant to which the Bonds shall be issued.

“**Bonds**” means the Tax Increment Industrial Infrastructure Development Revenue Bonds (Great Falls International Airport Tax Increment Financing Industrial District) to be issued by the City pursuant to this Agreement and the Bond Resolution.

“**City**” means the City of Great Falls, Montana, or any successors to its functions under this Agreement.

¹ Airport to provide.

“**Commission**” means the City Commission or any successor governing body of the City, however denominated by statute.

“**Department of Revenue**” means the State of Montana Department of Revenue.

“**District**” has the meaning given such term in the recitals.

“**Environmental Laws and Regulations**” means and includes the Federal Comprehensive Environmental Compensation Response and Liability Act, as amended by the Superfund Amendments and Reauthorization Act of 1986, 42 U.S.C. §§ 9601 et seq.; the Federal Resource Conservation and Recovery Act of 1976, 42 U.S.C. §§ 6901 et seq.; the Clean Water Act, 33 U.S.C. § 1321 et seq.; and the Clean Air Act, 42 U.S.C. §§ 7401 et seq., all as the same may be from time to time amended, and any other federal, State, county, municipal, local, or other statute, code, law, ordinance, regulation, requirement, or rule which may relate to or deal with human health or the environment including without limitation all regulations promulgated by a regulatory body pursuant to any such statute, code, law, or ordinance.

“**Fiscal Year**” means the period commencing on the first day of July of any year and ending on the last day of June of the next calendar year, or any other twelve-month period authorized by law and specified by the Commission as the City’s fiscal year.

“**Incremental Taxable Value**” means the amount, if any, by which the Actual Taxable Value, as of the date of reference, exceeds the Base Taxable Value.

“**Indemnified Parties**” has the meaning given such term in Section 6.1 hereof.

“**Infrastructure Improvements**” means those improvements in the District described on Exhibit A hereto.

“**Land Use Regulations**” means all federal, State and local laws, rules, regulations, ordinances and plans relating to or governing the development or use of the Project Site or the Project, including under the Act with respect to Secondary Industries.

“**Ordinance**” has the meaning given such term in the recitals.

“**Person**” means any individual, corporation, partnership, joint venture, association, committee, limited liability company, limited liability partnership, joint stock company, trust, unincorporated organization, or any government or any agency or political subdivision thereof.

“**Plan**” has the meaning given such term in the recitals.

“**Prevailing Wage Rates**” has the meaning given such term in Section 3.3 hereof.

“**Project**” has the meaning given such term in the recitals.

“**Project Site**” has the meaning given such term in Section 2.2 hereof.

“**Secondary Industries**” means those industries that transform raw resources into processed substances from which industrial or consumer products may be manufactured.

“**State**” means the State of Montana.

“**Tax Increment**” means the amount received by the City pursuant to the Act from the extension of levies of Taxes against the Incremental Taxable Value of the Taxable Property and will include all payments in lieu of Taxes or beneficial use taxes attributable to the Incremental Taxable Value.

“**Taxable Property**” means all real and personal property located in the District and subject to Taxes.

“**Taxes**” means all taxes levied on an ad valorem basis by any Taxing Jurisdiction against the Taxable Property and includes all payments in lieu of taxes or beneficial use taxes received by the City with respect to the Incremental Taxable Value of the Taxable Property.

“**Taxing Jurisdiction**” means the State, the City, any school district, local government, municipal corporation, political subdivision, or other government entity that levies, during any Fiscal Year during which the tax increment provision of the District is effective under the Act, ad valorem taxes against real or personal property in the District.

“**2021 Project**” has the meaning given such term in the recitals.

“**Unavoidable Delay**” means a delay resulting from a cause over which the party required to perform does not have control and which cannot or could not have been avoided by the exercise of reasonable care, including but not limited to acts of God, accidents, war, civil unrest, embargoes, strikes, unavailability of raw materials or manufactured goods, litigation and the delays of the other party or its contractors, agents, or employees in the performance of their duties under or incident to this Agreement.

1.2. Rules of Interpretation.

(a) The words “herein,” “hereof” and words of similar import, without reference to any particular section or subdivision, refer to this Agreement as a whole rather than to any particular section or subdivision hereof.

(b) References herein to any particular section or subdivision hereof are to the section or subdivision of this Agreement as originally executed unless otherwise indicated.

(c) “Or” is not exclusive but is intended to contemplate or encompass one, more, or all of the alternatives conjoined.

1.3. Exhibits. The following Exhibits are attached to and by reference made a part of this Agreement:

Exhibit A—Infrastructure Improvements

Exhibit B—Project Costs and Sources of FundsExhibit C—Form of Authority Requisition

Section 2. Representations, Covenants and Agreements, City Representations. The City hereby represents, covenants and agrees as follows:

(a) Subject to the terms and conditions of this Agreement, the City is committed to paying or reimbursing the Authority \$762,780 with respect to the costs of design, engineering, construction and installation of the Infrastructure Improvements as set forth on Exhibit A hereto.

(b) The City is authorized by law to enter into this Agreement, apply Tax Increment funds on hand and, upon adoption of the Bond Resolution, issue Bonds in order to carry out its commitments hereunder.

(c) The State Department of Revenue has advised the City that as of January 1, 2008 the Base Taxable Value of the District was \$[REDACTED].

2.2. Authority Representations. The Authority hereby represents, covenants and agrees as follows:

(a) The Authority is a regional airport authority created by the City and Cascade County, Montana pursuant to Joint Resolution No. 7451 (City) and 80-1 (County) (the “**Joint Resolution**”) for the operation of the Great Falls International Airport pursuant to the provisions of Section 67-11-103, Montana Code Annotated.

(b) The representations and warranties of the Authority in the Application are true and correct as of the date hereof, including with respect to the total investment to be made by the Authority with respect to the Project and the Infrastructure Improvements.

(c) The Project and the Infrastructure Improvements constitute an industrial development project under the Act. Development of the Project will assist the Authority in attracting, growing, and retaining Secondary Industries by providing flexible, cost-effective, industrial buildings that can be subdivided into 1,250 to 30,000+ square foot Warehouse Bays sharing common infrastructure. The industrial buildings will include high ceilings, welding-capable electric, oil -water separators and other industrial features. This type of industrial space is underserved in the City. The Warehouse Bays will be leased and/or sold primarily to third parties engaged in Secondary Industries in furtherance of the purposes of the District as set forth in the Plan.

(d) The Authority has good and marketable title to the land upon which the Project and the Infrastructure Improvements shall be constructed and installed (the “**Project Site**”), free and clear of all liens, encumbrances and defects except such as do not materially affect the value of the Project Site or materially interfere with the use made and proposed to be made of the Project Site by the Authority.

(e) The Authority estimates the total cost of the Infrastructure Improvements is \$762,780 as described in Exhibit A hereto and the total cost of the 2021 Project is \$12,626,667 as described in Exhibit B² hereto.

(f) The Authority is not aware of any facts the existence of which would cause the Authority to be in violation of any Environmental Laws and Regulations applicable to the Project Site, the Project, or the Infrastructure Improvements. The Authority has not received from any local, State, or federal official any notice or communication indicating that the activities of the Authority may be or will be in violation of any Environmental Laws and Regulations applicable to the Project Site, the Project or the Infrastructure Improvements.

(g) Neither the execution and delivery of this Agreement, the consummation of the transactions contemplated hereby, nor the fulfillment of or compliance with the terms and conditions of this Agreement is prohibited or limited by, conflicts with or results in a breach of the terms, conditions or provisions of the Joint Resolution or any other resolution of the Authority or any evidence of indebtedness, agreement or instrument of whatever nature to which the Authority is now a party or by which it is bound, or constitutes a default under any of the foregoing.

(h) There is no action, suit, investigation or proceeding now pending or, to the knowledge of the Authority, threatened against or affecting the Authority or its business, operations, properties or condition (financial or otherwise) before or by any governmental department, commission, board, authority or agency, or any court, arbitrator, mediator or grand jury, that could, individually or in the aggregate, materially and adversely affect the ability of the Authority to complete the Project.

Section 3. Authority's Undertakings. Construction of Project and Infrastructure Improvements. The Authority hereby agrees and commits to the City that it will diligently prosecute to completion the construction of the Project and the Infrastructure Improvements in accordance with the Application, this Agreement, the plans submitted to the City and all applicable federal, State and local laws, rules, regulations and ordinances relating to or governing the development or use of the Project and the Infrastructure Improvements, including applicable Land Use Regulations and Environmental Laws and Regulations. The Authority agrees and commits to the City that construction of the 2021 Project and the Infrastructure Improvements shall be completed by [REDACTED], 20[REDACTED], subject to Unavoidable Delays. The total costs of the Infrastructure Improvements and the 2021 Project are shown on Exhibit A and Exhibit B hereto, respectively. The Authority has the financial capacity to complete the 2021 Project and the Infrastructure Improvements, and the Authority agrees to pay all such costs thereof. If there is an increase in the costs of the Infrastructure Improvements or the 2021 Project from that shown on Exhibit A and Exhibit B hereto that cannot be covered by the contingency amount, the Authority shall notify the City of the increase and submit additional evidence in a form acceptable to the City that the Authority has the financial capacity and/or financial commitments to cover such additional costs and complete the 2021 Project and the Infrastructure Improvements. The

² Airport to provide.

Authority acknowledges and agrees that the City is not responsible for installing, constructing or otherwise providing the Project or the Infrastructure Improvements.

3.2. Preparation, Review and Approval of Construction Plans. In connection with the Project, the Authority, at its sole expense, shall prepare and submit construction plans, drawings, and related documents for each portion of the Project and the Infrastructure Improvements to the appropriate City officials for architectural, engineering or land use review and written approval or permits. The Authority acknowledges that no review or approval by City officials may be in any way construed by the Authority to replace, override or be in lieu of any required review, inspection, or approval by the City Building Official, the City Public Works Department, or any other building construction official review or approvals required by any State laws or local ordinances or regulations.

3.3. Competitive Bidding; Prevailing Wage Rates; and Preference for Montana Residents. The Authority and the City are each obligated to follow certain laws with respect to the expenditure of public funds, which includes Tax Increment. The Authority agrees that in the awarding of contracts or subcontracts for the Infrastructure Improvements that (i) it will and it will cause its contractors to competitively bid the contracts and subcontracts for each of component of the Infrastructure Improvements; (ii) it will and it will cause its contractors and subcontractors to pay the Prevailing Wage Rates on such contracts or subcontracts related to the Infrastructure Improvements; (iii) it will and it will cause its contractors and subcontractors will give preference to the employment of bona fide residents of the State, as required by Montana Code Annotated Section 18-2-403 and as such term is defined by Montana Code Annotated Section 18-2-401(1) and the Administrative Rules of the State, including but not limited to A.R.M. 24.17.147, obliging the Authority and its contractors and subcontractors to hire 50% bona fide Montana residents with respect to the installation and construction of the Infrastructure Improvements; and (iv) when making assignments of work, it will and it will cause its contractors and subcontractors to use workers both skilled in their trade and specialized in their field of work for all work to which they are assigned. The Authority will provide to the City all documentation requested to verify the compliance of the Authority, its contractors and subcontractors with the foregoing requirements. Failure of the contractors and subcontractors to pay the Prevailing Wage Rates on the Infrastructure Improvements shall be considered a breach of this Agreement and the City shall be entitled to exercise any and all measures to assure compliance and retroactive compensation plus interest to employees not paid in accordance with this Agreement, and recovery of any penalty or fine assessed by the State attributed to any failure to pay the Prevailing Wage Rates. Additionally, the Authority acknowledges that a violation of these requirements shall result in the City not being able to pay or reimburse the Authority for costs of the Infrastructure Improvements. **“Prevailing Wage Rates”** means (i) Montana Prevailing Wage Rate for public works projects are published from time to time by and available from the Montana Department of Labor and Industry, Research and Analysis Bureau, P.O. Box 1728, Helena, Montana 59624, telephone number (800) 541-3904; and (ii) applicable Federal Prevailing Wage Rates for public works projects are published from time to time by and available from <https://www.dol.gov/whd/govcontracts/PrevailingWageResources.htm>.

3.4. Ownership. The Project will initially be owned by the Airport and a private investment partner. The Warehouse Bays will be leased and/or sold primarily to third parties

engaged in Secondary Industries in furtherance of the purposes of the District as set forth in the Plan. Notwithstanding the foregoing, at all times during the term of this Agreement the Authority shall own the Project Site and the Infrastructure Improvements and shall not sell, assign, convey, transfer, lease, encumber or otherwise dispose of the Project Site or the Infrastructure Improvements without the written consent of the City.

3.5. Operation and Maintenance. At all times during the term of this Agreement, the Authority will operate and maintain, preserve and keep the Project Site, the Project and the Infrastructure Improvements, or cause the Project Site, the Project and the Infrastructure Improvements to be operated, maintained, preserved and kept, for the purposes for which it was constructed, and with the appurtenances and every part and parcel thereof, in good repair and condition.

3.6. Utilities. The Authority shall not interfere with or permit interference with, or construct or permit construction of any improvements over, any public street or utility easement without the prior written approval of the City. All connections to public utility lines and facilities shall be subject to approval of the City and any private utility company involved. The Authority at its own expense shall replace any public facilities or utilities damaged by the Authority, its agents or by others acting on behalf of or under the direction or control of the Authority or its agent, or by any tenant or other owner of all or any portion of the Project.

3.7. Easements. To the extent that the Infrastructure Improvements are to be located on Authority property, the Authority will grant, and will cause all tenants and other owners of all or any portion of the Project to grant, to the City from time to time such easements, rights-of-way and similar licenses the City may reasonably request.

3.8. Permits; Environmental Laws and Regulations. The Authority will obtain or cause to be obtained, in a timely manner and at the Authority's sole cost and expense, all required permits, licenses and approvals, and will meet and will cause all tenants and other owners of all or any portion of the Project to meet all requirements of all local, State and federal laws, rules, regulations and ordinances which must be obtained or met in connection with the acquisition and construction of the Project and the Infrastructure Improvements. Without limiting the foregoing, the Authority will request and obtain, or caused to be requested and obtained, from the City or other appropriate governmental authority, all necessary variances, conditional use permits and zoning changes with respect to the Project and the Infrastructure Improvements. The Authority will comply and will cause all tenants and other owners of all or any portion of the Project to comply in all material respects with all Environmental Laws and Regulations (as hereinafter defined) applicable to the construction, acquisition and operation of the Project and the Infrastructure Improvements, will obtain and will cause all tenants and other owners of all or any portion of the Project to obtain any and all necessary environmental reviews, licenses or clearances under, and will comply and will cause all tenants and other owners of all or any portion of the Project to comply in all material respects with, Environmental Laws and Regulations.

3.9. Nondiscrimination. The Authority agrees that all hiring by the Authority and its contractors and subcontractors and persons performing this Agreement will be on the basis of

merit and qualification and will not discriminate on the basis of race, color, religion, creed, political ideas, sex, age, marital status, physical or mental disability, national origin, or other class protected by State and/or federal law.

3.10. Worker's Compensation Insurance. The Authority shall provide in its construction contracts with respect to the Project and the Infrastructure Improvements that each contractor and subcontractor is to be covered by a Worker's Compensation insurance program with the State, a private insurance carrier, or an approved self-insurance plan in accordance with State law.

Section 4. City Undertakings. Subject to the terms and conditions of this Agreement, the City agrees to (i) reimburse the Authority for \$110,000 of costs of the Infrastructure Improvements with Tax Increment funds on hand and (ii) issue Bonds payable from Tax Increment in a principal amount sufficient to pay or reimburse the Authority for \$652,780 of costs of the Infrastructure Improvements, to fund a deposit to the reserve account required by the Bond Resolution and to pay costs of issuance of the Bonds. The City estimates that the aggregate principal amount of the Bonds necessary to cover such costs is approximately \$[REDACTED]. The Authority understands that the City does not presently have sufficient bonding capacity to issue the Bonds, such bonding capacity being dependent upon the receipt by the City of sufficient annual Tax Increment. The City's commitment to issue the Bonds is subject to the fulfillment of each and all of the following additional conditions precedent:

(a) There shall be sufficient Tax Increment to issue the Bonds (and pay debt service thereon) in an aggregate principal amount sufficient to pay or reimburse the Authority for \$652,780 of costs of the Infrastructure Improvements, to fund a deposit to a reserve account required by the Bond Resolution and to pay costs of issuance of the Bonds, and to provide coverage equal to at least 140% of the maximum annual debt service requirements required under the Bond Resolution. In addition, the Authority understands and agrees that the City currently has, and may in the future have, binding commitments with respect to the use of Tax Increment, and the obligations of the City to issue Bonds shall not have priority over any such other binding commitments in effect on the date of execution of this Agreement.

(b) The Bonds shall be marketable at interest rates acceptable to the City. The Authority understands that the City does not guarantee the marketability of the Bonds or the interest rate(s) thereon.

(c) No court or governmental or regulatory agency shall have enacted or issued any judgment, injunction, statute, rule, regulation or other order, nor shall any action suit, proceeding or investigation before any court or governmental or regulatory authority be pending, which prohibits or would prohibit, in whole or in part, the consummation of the proposed transactions.

(d) All required State and local governmental, regulatory and other third-party approvals or consents shall have been obtained.

(e) The City shall have received an opinion of Bond Counsel as to the tax-exempt status of interest on the Bonds.

(f) All of the Authority's representations as set forth in this Agreement shall be true and correct and the Authority shall not be breach of any covenant or undertaking as set forth in this Agreement.

Section 5. Payment or Reimbursement for Infrastructure Improvements.

5.1. Each payment or reimbursement request by the Authority with respect to the Infrastructure Improvements shall be subject to the following conditions and in accordance with the following procedures:

(a) With respect to the portion of the Infrastructure Improvements payable from proceeds of the Bonds, the City shall have issued the Bonds.

(b) The Infrastructure Improvements shall have been completed in their entirety and the City shall have delivered to the Authority written acceptance of the Infrastructure Improvements (which may be in the form of a Certificate of Completion or such other format as required by the City).

(c) Any payment or reimbursement by the City for costs of the Infrastructure Improvements will be based on paid or outstanding invoices for costs incurred by the Authority, its contractors and subcontractors or utility companies. The City may reject, in its sole discretion, any invoice to the extent it is not part of the Infrastructure Improvements.

(d) All of the Authority's representations as set forth in this Agreement shall be true and correct and the Authority shall not be breach of any covenant or undertaking as set forth in this Agreement.

(e) The request for payment or reimbursement must be accompanied by a signed draw request substantially in a form attached as Exhibit C hereto and acceptable to the City, accompanied by the invoices and lien waivers (if relevant) from the contractors or subcontractors performing the work to be paid or reimbursed.

(f) The City will cause payment or reimbursement for all properly submitted and allowable expenses to be paid within 30 days of satisfaction of the requirements of this Section 5, subject to compliance with City accounts payable procedures.

5.2. The Authority acknowledges that the City's commitment to pay or reimburse the Authority for costs of the Infrastructure Improvements is a limited obligation of the City payable solely from the Tax Increment. Such commitment is not a general obligation of the City and neither the general credit nor the taxing power of the City, Cascade County or the State is pledged to the payment thereof. Neither the Ordinance, this Agreement nor any other agreement or obligation of the City contained herein or therein shall be construed to constitute an indebtedness of the City, Cascade County or the State within the meaning of any constitutional or statutory provisions whatsoever. The Authority understands that the City has no control over the amount of Tax Increment that may be available to pay such commitment and that no other City funds will be available or used to pay such commitment.

Section 6. Release and Indemnification; Insurance.

6.1. Release and Indemnification. The Authority releases the City and all Commission members, officers, agents, servants and employees thereof (the “**Indemnified Parties**”) from, and covenants and agrees that the Indemnified Parties shall not be liable for, and agrees to indemnify, defend and hold harmless the Indemnified Parties against, any loss, damage, cost (including reasonable attorneys’ fees), claim, demand, suit, action or other proceeding whatsoever (i) arising or purportedly arising out of, or resulting or purportedly resulting from, any breach or violation by the Authority of any representation, agreement, condition or covenant of this Agreement, the construction and installation of the Project and the Infrastructure Improvements, the ownership, maintenance and operation of the Project Site, the Project and the Infrastructure Improvements, or the presence on any portion of the Project Site of any dangerous, toxic or hazardous pollutants, contaminants, chemicals, waste, materials or substances or (ii) which is caused by the Authority or its officers, agents, contractors, subcontractors, consultants or employees or any tenant or other owner of all or any portion of the Project; except that such indemnification shall not apply to the extent that the loss, damage or cost is determined by a court of competent jurisdiction to have been caused by the negligence, willful misconduct or bad faith of the Indemnified Party.

6.2. Insurance. The Authority shall keep, or cause its private investment partner and/or the applicable owner or lessee of the Warehouse Bays to keep, the Warehouse Bays insured against such risks and in such amounts, with such deductible provisions, as are customary in connection with facilities of the type and size comparable to the unit.

Section 7. General Provisions.

7.1. Conflicts of Interest; City’s Representatives Not Individually Liable. No member, officer, agent, servant or employee of the City or the Authority shall have any personal interest, direct or indirect, in this Agreement, the Project or the Infrastructure Improvements, nor shall any such member, officer or employee participate in any decision relating to this Agreement that affects his or her personal interests or the interests of any corporation, partnership or association in which he or she is, directly or indirectly, interested. No member, officer or employee of the City shall be personally liable to Authority in the event of any default under or breach of this Agreement by the City, or for any amount that may become due to Authority for any obligation issued under or arising from the terms of this Agreement.

7.2. Rights Cumulative. The rights and remedies of the parties hereto, whether provided by law or by this Agreement, shall be cumulative, and the exercise by any party hereto of any one or more of such remedies shall not preclude the exercise by such party, at the same or different times, of any other remedy for the same default or breach or of any of its remedies for any other default or breach of the party subject to the limitation of remedies provided herein. No waiver made by such party with respect to the performance or the manner or time thereof, of any obligation under this Agreement, shall be considered a waiver with respect to the particular obligation of the other party or a condition to its own obligation beyond those expressly waived in writing and to the extent thereof, or a waiver in any respect in regard to any other rights of the party making the waiver of any obligations of the other party. Delay by a party hereto instituting

or prosecuting any cause of action or claim hereunder shall not be deemed a waiver of any rights hereunder.

7.3. Injunction; Specific Performance. The parties hereto agree that, in the event of a breach of this Agreement by any party or its successors or assigns, the non-breaching party would suffer irreparable harm. Therefore, in the event any party or its successors or assigns fails to comply with the provisions of this Agreement, the parties expressly agree that the non-breaching party may pursue any remedy at law or in equity, including without limitation, the remedies of injunction and specific performance.

7.4. Term of Agreement. This Agreement will remain in effect until the date upon which there are no Bonds outstanding and all obligations under this Agreement have been satisfied or discharged; provided that this the Authority understands that if Bonds are not issued on or before November 5, 2023, the District will expire and all obligations of the City hereunder shall terminate. Notwithstanding, Sections 6 and 7 shall in all events survive the termination of this Agreement.

7.5. Limitation on City Liability. No agreements or provisions contained in this Agreement nor any agreement, covenant or undertaking by the City contained in this Agreement or any other document executed by the City in connection with the Infrastructure Improvements will give rise to any pecuniary liability of the City or a charge against its general credit or taxing powers, or will obligate the City financially in any way except with respect to Tax Increment. No failure of the City to comply with any term, condition, covenant or agreement herein will subject the City to liability for any claim for damages, costs or other financial or pecuniary charge except to the extent that the same can be paid or recovered from Tax Increment; and no execution on any claim, demand, cause of action or judgment will be levied upon or collected from the general credit, general funds or taxing powers of the City (except as such constitute Tax Increment). Nothing herein will preclude a proper party in interest from seeking and obtaining specific performance against the City for any failure to comply with any term, condition, covenant or agreement herein; provided that no costs, expenses or other monetary relief will be recoverable from the City except as may be payable from Tax Increment.

7.6. Notices. All notices, certificates or other communications required to be given to the City or the Authority hereunder shall be sufficiently given and shall be deemed given when delivered or deposited in the United States mail in certified form with postage fully prepaid and addressed as follows:

If to the City:	City of Great Falls P.O. Box 5021 Great Falls, Montana 59403 Attn: Finance Director
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If to the Authority:	Great Falls International Airport Authority 2800 Terminal Drive Great Falls, Montana 59404 Attn: Airport Director
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The City and the Authority, by notice given hereunder, may designate different addresses to which subsequent notices, certificates or other communications should be sent.

7.7. Assignment. This Agreement is unique between the City and the Authority and no party may assign any rights or privileges or delegate any duties or obligations under this Agreement, including to any tenant or other owner of all or any portion of the Project, without first obtaining the written consent of the other parties hereto.

7.8. Binding Effect. The right and obligations set forth in this Agreement shall inure to the benefit of and shall be binding upon the City and the Authority and their respective successors and assigns.

7.9. Prior Agreements. This Agreement supersedes, merges and voids any and all prior discussions, negotiations, agreements and undertakings between the parties hereto with respect to the subject matter of this Agreement. The parties waive and release each other from any claims, actions, or causes of action that relate in any manner to any prior discussions, negotiations, agreements and undertakings between the parties with respect to the subject matter of this Agreement.

7.10. Severability. If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.

7.11. Amendments, Changes and Modifications. This Agreement may be amended or any of its terms modified only by written amendment authorized and executed by the City and the Authority.

7.12. Governing Law. This agreement and the legal relations between the parties hereto will be governed by and construed in accordance with the laws of the State of Montana, without giving effect to any choice of law statutes, rules, or principles. All legal actions arising from this Agreement shall be filed in the District Court of the State of Montana in and for Cascade County, Montana.

7.13. Further Assurances and Corrective Instruments. The City and the Authority agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required or advisable for correcting any inadequate or incorrect description of the Project or the Infrastructure Improvements or for carrying out any of the provisions of this Agreement.

7.14. Execution Counterparts. This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute one and the same instrument.

7.15. Captions. The captions or headings in this Agreement are for convenience only and in no way define, limit or describe the scope of intent of any provisions or Sections of this Agreement.

[remainder of page left intentionally blank]

IN WITNESS WHEREOF, the parties hereto have caused this Development Agreement to be executed as of the ____ day of _____, 2021.

CITY OF GREAT FALLS, MONTANA

[SEAL]

By _____
Gregory T. Doyon, City Manager

Attest:

Lisa Kunz, City Clerk

APPROVED FOR LEGAL CONTENT:

Sara R. Sexe, City Attorney

GREAT FALLS INTERNATIONAL
AIRPORT AUTHORITY

Name: John Faulkner
Title: Airport Director

STATE OF MONTANA)
 : ss.
COUNTY OF CASCADE)

This instrument was acknowledged before me on _____, 2021 by
_____ of Great Falls International Airport Authority, on behalf of said
Authority.

(Notarial Seal)

Printed Name: _____
Notary Public for the State of Montana
Residing at _____, Montana
My Commission Expires: _____

EXHIBIT A
INFRASTRUCTURE IMPROVEMENTS

EXHIBIT B
PROJECT COSTS AND SOURCES OF FUNDS

EXHIBIT C

AUTHORITY REQUISITION FORM

TO: City of Great Falls, Montana (the "City")
FROM: Great Falls International Airport Authority (the "Authority")
SUBJECT: Reimbursements for Infrastructure Improvements

This represents Authority Requisition No. ____ in the total amount of \$_____ for payment of the Infrastructure Improvements.

The undersigned, as Authorized Authority Representative, intends that this certificate will satisfy the requirements of Section 3 of the Development Agreement, dated as of [____], 2021 between the City and the Authority, and does hereby certify on behalf of the Authority that:

- (a) the expenditures for which reimbursement is requested are listed in summary form in the attached schedule;
(b) the amounts requested have been paid by the Authority for property or to contractors, subcontractors, materialmen, engineers, architects or other persons who will perform or have performed necessary or appropriate services or will supply or have supplied necessary or appropriate materials for the acquisition, construction, renovation, equipping and installation of the Infrastructure Improvements, as the case may be, and that, to the best of my knowledge, the fair value of such property, services, or materials is not exceeded by the amounts requested to be paid;
(c) the cost of work to be reimbursed has been competitively bid and the contractor or subcontractor has paid the Montana prevailing wage for such work;
(d) no part of the several amounts requested to be reimbursed, as stated in such certificate, has been or is the basis for the reimbursement of any money in any previous or pending request; and
(e) the reimbursement of the amounts requested will not result in a breach of any of the covenants of the Authority contained in the Agreement.

Dated: _____, 20__

Great Falls International Airport Authority

By: _____
Authorized Authority Representative

Schedule to Authority Requisition No. _____

Payee

Purpose


Amount



**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: Planning Advisory Board		Date of Application: Feb 9, 2021
Name: Lindsey M. Bullock		
Home Address: 1309 3rd West Hill Dr, Great Falls, MT 59404		Email address: 2lindseybullock@gmail.com
Home Phone:	Work Phone: 406-731-1444	Cell Phone: 406-403-6397
Occupation: <small>Master Sergeant, Section Chief of the Logistics Readiness Squadron Traffic Management Office</small>		Employer: US Air Force, Malmstrom AFB
Would your work schedule conflict with meeting dates? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> (If yes, please explain)		
Related experiences or background: I served 2 years as the President elect of the Logistics Readiness Airmen Association on Malmstrom AFB. I led a board in various community service affairs and event planning, raising funds to improve the health and welfare of young Airmen in our Squadron. We worked closely with a variety of community organizations. I led a team of volunteers who worked shuttling passengers at the Montana State Fair, assisting events at the local Dog Show for the Electric City Kennel Club and worked to beautify the city in the annual MApril clean-up event. During my tenure we increased funds raised by over 500%.		
Educational Background: Bachelor of Science in Health Care Administration from Colorado Christian University		
IF NECESSARY, ATTACH A SEPARATE SHEET FOR YOUR ANSWERS TO THE FOLLOWING:		
Previous and current service activities: Due to my interest in the roles of city government I took an opportunity to shadow Mayor Bob Kelly for a couple of days. I was given exposure and introduced to various city offices and functions. I also elected to attend the City Academy 101 course to further my understanding of each public service office.		
Previous and current public experience (elective or appointive): N/A		
Membership in other community organizations: Great Falls Ski and Board Club Rotary Electric		

<p>Have you ever worked for or are you currently working for the City of Great Falls? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, where and when?</p>	
<p>Do you have any relatives working or serving in any official capacity for the City of Great Falls? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, who, which department, and relationship?</p>	
<p>Have you ever served on a City or County board? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, what board and when did you serve?</p>	
<p>Are you currently serving on a Board? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, which board?</p>	
<p>Please describe your interest in serving on this board/commission? I have been a citizen of Great Falls for the past 4 years and I've always had a keen interest in the growth and development of our community. I've been looking for ways to become more involved and connecting with local organizations to make necessary improvements.</p>	
<p>Please describe your experience and/or background which you believe qualifies you for service on this board/commission? I work hand in hand with my leadership team to plan and execute strategic goals for the Logistics Readiness Deployment and Distribution Flight.</p>	
<p>Additional comments: As a citizen of Great Falls for the past 4 years and member of Malmstrom AFB, I feel that my experiences would provide a unique viewpoint and insight on the board that would allow me to be affective in the planning and development of Great Falls. The crossover between the military base and the city is one of the things that makes the Great Falls community unique. I have had a keen interest in local government, as evident in my previously mentioned experiences. While at Malmstrom Air Force Base I lead a team of 35 people and routinely work with leaders from a variety of base organizations in order to improve operations. I want to see the city of Great Falls continue to grow and develop and I hope to become more involved in local government.</p>	
<p>Signature </p>	<p>Date: Feb 9, 2021</p>

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