



1. Call to Order

2. Roll Call

3. Moment of Silence

4. Pledge of Allegiance

5. Public Comments

Individuals are reminded that public comments should be limited to items over which the City Commission has supervision, control, jurisdiction, or advisory power (MCA 2-3-202).

6. Consent Items

- A. CONSENT - Approve minutes from regular 8.7.18 commission meeting** **Page 4**
- B. CONSENT - Approve Bills and Claims** **Page 9**
- C. CONSENT - Approve City Court Financial Reports for June & July 2018** **Page 26**

7. Proclamations

8. Scheduled Public Comment

9. Public Hearings

- C. ORDINANCE NO. 2072 - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, AMENDING SECTION 30.13 OF THE LIVINGSTON MUNICIPAL CODE ENTITLED OFFICIAL ZONING MAP OF THE CITY OF LIVINGSTON BY REZONING A 0.75 - ACRE PARCEL IN GOVERNMENT LOT 3 AS REFERENCED ON PLAT 104 FROM MEDIUM DENSITY RESIDENTIAL MOBILE HOME (R2MH) TO HIGH DENSITY RESIDENTIAL (R3).** **Page 29**

10. Ordinances

11. Resolutions

- D. A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO AMEND THE BUD+GET FOR FISCAL YEAR 2018-2019, BY MAKING APPROPRIATION ADJUSTMENTS IN THE AMOUNT OF \$1,105,837 AND REVENUE ADJUSTMENTS IN THE AMOUNT OF \$1,417,780.**
Page 40
- E. A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO FIX THE TAX LEVY FOR FISCAL YEAR 2018-2019 AND GIVING NOTICE OF A PUBLIC HEARING THEREON.** **Page 45**

F. RESOLUTION NO. 4812 - A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, AUTHORIZING THE CITY MANAGER TO SIGN AN EXERCISE OF OPTION TO RENEW LEASE NO. 500,850 WITH MONTANA RAIL LINK, INC. Page 50

G. RESOLUTION NO. 4815 - A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO DISCONTINUE AND VACATE A PORTION OF THE UNDEVELOPED NORTH D STREET BETWEEN MONTANA STREET AND THE LIVINGSTON DITCH, AND BETWEEN BLOCKS 23 AND 24, ALL LOCATED IN THE ORIGINAL TOWNSITE OF THE CITY OF LIVINGSTON, MONTANA, AND CALLING FOR A PUBLIC HEARING. Page 54

12. Action Items

H. Discuss history of separated grade crossing and discuss/approve/deny Northside Transportation Plan Page 70

I. DISCUSS/APPROVE/DENY - Separated Grade Crossing Way Forward Page 109

13. City Manager Comment

14. City Commission Comments

15. Adjournment

Calendar of Events

August 21, 2018 - 6:30 p.m. - City Commission regular meeting, Community Room, City/County Complex

August 22, 2018 - 6:00 p.m. - Parks and Trails regular meeting, Community Room, City/County Complex

August 23, 2018 - National Ride the Wind Day

August 27, 2018 - 8:00 a.m. - Livingston - Park County Airport Board regular meeting, Mission Field

September 3, 2018 - Labor Day Holiday - City Offices closed.

September 4, 2018 - 6:30 p.m. - City Commission regular meeting, Community Room, City/County Complex

Supplemental Material

Notice

- Public Comment: The public can speak about an item on the agenda during discussion of that item by coming up to the table or podium, signing-in, and then waiting to be recognized by the Chairman. Individuals are reminded that public comments should be limited to items over which the City Commission has supervision, control, jurisdiction, or advisory power (MCA 2-3-202).

- Meeting Recording: An audio and/or video recording of the meeting, or any portion thereof, may be purchased by contacting the City Administration. The City does not warrant the audio and/or video recording as to content, quality, or clarity.
- Special Accommodation: If you need special accommodations to attend or participate in our meeting, please contact the Fire Department at least 24 hours in advance of the specific meeting you are planning on attending.

Backup material for agenda item:

- A. CONSENT - Approve minutes from regular 8.7.18 commission meeting**

**LIVINGSTON CITY COMMISSION
MINUTES**

August 7, 2018

6:30 p.m.

City- County Complex, Community Room

1. Call to Order

2. Roll Call

- Hoglund, Schwarz, Friedman, Sandberg and Mabie were present.

3. Moment of Silence

4. Pledge of Allegiance

5. Public Comments

- Nancy Adkins made comments (00:02:54)
- Jay Kiefer made comments (00:04:14)

6. Consent Items (00:08:02)

A. CONSENT - Approve minutes from regular 7.17.18 commission meeting

B. CONSENT - Approve Bills and Claims

- Friedman made a motion to approve Consent items A and B. Mabie seconded.
 - All in favor, motion passed 5-0.

7. Proclamations

8. Scheduled Public Comment

9. Public Hearings

A. ORDINANCE NO. 2071 - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, AMENDING SECTION 30.13 OF THE LIVINGSTON MUNICIPAL CODE ENTITLED OFFICIAL ZONING MAP OF THE CITY OF LIVINGSTON BY REZONING PARCELS 1, 2, AND 3 OF CERTIFICATE OF SURVEY 1941 FROM LIGHT INDUSTRIAL (LI) TO HIGHWAY COMMERCIAL (HC). (00:10:12)

- Nancy Adkins made comments (00:21:04)
- Patricia Grabow made comments (00:21:04)
- Mark Smith made comments (00:25:14)
- Joanie Kresich made comments (00:32:35)
- Lucinda Reinhold made comments (00:34:08)

- James Duncan made comments (00:35:30)
- Emma Louise Thomas made comments (00:39:27)
- Richard Smith made comments (00:41:08)
- Nadia Grabiner made comments (00:45:15)
- Michele Ubauraga made comments (00:46:31)
- Manny Goetz made comments (00:49:35)
- Dennis Glick made comments (00:53:36)
- Wyath Windham made comments (01:00:55)
- Mark Smith made comments (01:04:55)
- Nancy Adkins made comments (01:07:28)
- Sherry Platek made comments (01:08:38)

- Friedman made a motion to pass Ordinance No. 2071. Mabie seconded.
 - Motion passed 4-1. (Sandberg opposed.)

B. ORDINANCE NO. 2070 - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, AMENDING ORDINANCE 1999 AND ORDINANCE 2049 CHAPTER 9, ARTICLE IV OF THE LIVINGSTON MUNICIPAL CODE ENTITLED PARKING, STOPPING, AND STANDING BY ADDING AN ADDITIONAL LOADING ZONE ON THE EAST SIDE OF L STREET AT THE INTERSECTION OF L STREET AND PARK STREET. (01:38:00)

- Schwarz made a motion to pass Ordinance No. 2070. Friedman seconded.
 - All in favor, motion passed 5-0.

C. PUBLIC HEARING - Zoning Commission recommendation for approval of Taylor request for zone change for a 0.75 - acre parcel of Government Lot 3 as referenced on Plat 104, located at 1311 East Gallatin Street, to be re-zoned from Medium Density Residential, Mobile Home (RIIMH) to High Density Residential (RIII). (01:40:32)

- Jay Kiefer made comments (01:43:20)
- Patricia Grabow made comments (01:45:45)

10. Ordinances

A. ORDINANCE NO. 2072 - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, AMENDING SECTION 30.13 OF THE LIVINGSTON MUNICIPAL CODE ENTITLED OFFICIAL ZONING MAP OF THE CITY OF LIVINGSTON BY REZONING A 0.75-ACRE PARCEL IN GOVERNMENT LOT 3 AS REFERENCED ON PLAT 104 FROM MEDIUM DENSITY RESIDENTIAL MOBILE HOME (R2MH) TO HIGH DENSITY RESIDENTIAL (R3). (01:50:05)

- Mabie made a motion to pass Ordinance No. 2072. Schwarz seconded.
 - Motion passed 4-1. (Sandberg opposed.)

11. Resolutions

12. Action Items

A. Discussion regarding city parking ordinance (01:52:52)

- Dixie Bullock made comments (02:04:47)
- Gary Boone made comments (02:09:19)
- Eric Lane made comments (02:10:44)
- Don Platek made comments (02:13:50)
- Patricia Grabow made comments (02:18:00)
- Misty Raney made comments (02:20:30)
- Tom Coleman made comments (02:22:00)
- Hebbard Blessius made comments (02:23:20)
- John Roseberry made comments (02:25:40)
- Jay Kiefer made comments (02:07:55)
- Michelle Ubauraga made comments (02:28:55)
- Sherry Platek made comments (02:29:30)

- Schwarz made a motion to extend the meeting beyond 9:30 p.m. Mabie seconded.
 - All in favor, motion reluctantly passed 5-0.

B. DISCUSS/APPROVE/DENY - Recommendation of Planning Board for approval of Scott Weisbeck for the City Planning board (03:02:02)

- Sandberg made a motion to approve Scott Weisbeck for a seat on the Planning Board with the understanding he will be instructed in conflict of interest training. Mabie seconded.
 - All in favor, motion passed 5-0.

C. DISCUSS/APPROVE/DENY - Request of Paul Reichert from Prospera for contract extension of the Sub-Recipient Agreement for the Community Development Block Grant Revolving Loan Fund (03:17:17)

- Patricia Grabow made comments (03:18:34)
- Schwarz made a motion to approve Action Item C. Friedman seconded.
 - All in favor, motion passed 5-0.

13. City Manager Comment (03:20:13).

14. City Commission Comments

- Commissioner Sandberg made comments(03:28:00)
- Commissioner Friedman made comments (03:25:03)
- Commissioner Schwarz made comments (03:25:25)
- Commissioner Heglund made comments (03:25:45)

15. Adjournment (03:26:40) 9:58 p.m.

Backup material for agenda item:

B. CONSENT - Approve Bills and Claims

08/15/18
09:38:37

CITY OF LIVINGSTON
Claim Details
For the Accounting Period: 6/18

Page: 1 of 1
Report ID: AP100

For doc #s from 36306 to 36377, Operating Cash
* ... Over spent expenditure

Claim	Vendor #/Name/	Document \$/	Disc \$						Cash
Line #	Check Invoice #/Inv Date/Description	Line \$		PO #	Fund Org Acct	Object Proj	Account		
36306	86881S 3787 COP CONSTRUCTION LLC	503,386.78							
1	3 07/02/18 2018 CIP Pay App #3	37,291.72			5210 502 430520	960		101000	
2	3 07/02/18 Gross Receipts Tax Withheld	-372.92			5210 502 430520	960		101000	
3	3 07/02/18 2018 CIP Pay App #3	44,564.66			5310 503 430630	960		101000	
4	3 07/02/18 Gross Receipts Tax Withheld	-445.65			5310 503 430630	960		101000	
5	3 07/02/18 2018 CIP Pay App #3	263,922.65			2500 151 430240	960		101000	
6	3 07/02/18 Gross Receipts Tax Withheld	-2,639.23			2500 151 430240	960		101000	
7	3 07/02/18 2018 CIP Pay App #3	65,934.98			2400 420100	960		101000	
8	3 07/02/18 Gross Receipts Tax Withheld	-659.35			2400 420100	960		101000	
9	3 07/02/18 2018 CIP Pay App #3	50,088.75			2310 470300	940		101000	
10	3 07/02/18 Gross Receipts Tax Withheld	-500.89			2310 470300	940		101000	
11	3 07/02/18 2018 CIP Pay App #3	46,668.75*			2600 430240	914		101000	
12	3 07/02/18 Gross Receipts Tax Withheld	-466.69*			2600 430240	914		101000	
36307	86884S 122 DEPARTMENT OF REVENUE	5,084.71							
1	3 07/02/18 COP - Gross Receipts Tax	372.90			5210 502 430520	960		101000	
2	3 07/02/18 COP - Gross Receipts Tax	445.65			5310 503 430630	960		101000	
3	3 07/02/18 COP - Gross Receipts Tax	2,639.23			2500 151 430240	960		101000	
4	3 07/02/18 COP - Gross Receipts Tax	659.35			2400 420100	960		101000	
5	3 07/02/18 COP - Gross Receipts Tax	500.89			2310 470300	940		101000	
6	3 07/02/18 COP - Gross Receipts Tax	466.69*			2600 430240	914		101000	
36309	86901S 3370 LIVINGSTON BUSINESS IMPROVEMENT	13,000.00							
1	17-18 06/30/18 Q3 & Q4 Distribution	13,000.00			2650 470100	350		101000	
36311	86883S 2338 DEPARTMENT OF LABOR & INDUSTRY	762.22							
1	06/30/18 Building code edu fund assessm	762.22			1000 143 420403	590		101000	
36315	86926S 47 WILCOXSON'S	90.00							
1	839349 06/04/18 Ice Cream - Pool	90.00*			1000 109 460445	220		101000	
36345	86894S 250 INSTY-PRINTS	104.40							
1	26294 06/20/18 Emergency Vehicle Signs	104.40*			2820 210 430240	241		101000	
36359	86887S 2386 FERGUSON ENTERPRISES, INC.	1,197.70							
1	0687955 07/25/18 LF 2 OMR2 10LL	1,197.70*			5210 502 430520	231		101000	
36371	86916S 3592 RDO Equipment Co.	2,600.00							
1	E00975 06/11/18 Backhoe Counter Weights	2,600.00			5410 504 430835	940		101000	

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CITY OF LIVINGSTON
Claim Details
For the Accounting Period: 6/18

Page: 2 of 2
Report ID: AP100

For doc #s from 36306 to 36377, Operating Cash
* ... Over spent expenditure

Claim Line #	Check	Invoice #/Inv Date/Description	Vendor #/Name/	Document \$/ Line \$	Disc \$	PO #	Fund Org Acct	Object Proj	Cash Account
36375	86921S	3390	TD&H ENGINEERING, INC	37,660.20					
1	13599	07/18/18 050	Construction Admin.	11,619.15			2500 151 430240	960	101000
2	13599	07/18/18 050	Construction Admin.	16,933.80			5210 502 430520	960	101000
3	13599	07/18/18 050	Construction Admin.	9,107.25			5310 503 430630	960	101000
36376	86921S	3390	TD&H ENGINEERING, INC	907.90					
1	13598	07/18/18 030	McNair Skate Park	907.90*			2700 460430	915	101000
		# of Claims	10	Total:	564,793.91				

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09:40:40

CITY OF LIVINGSTON
Claim Details
For the Accounting Period: 7/18

Page: 1 of 1
Report ID: AP100

For doc #s from 36306 to 36448, Operating Cash
* ... Over spent expenditure

Claim Line #	Check	Invoice #/Inv Date/Description	Vendor #/Name/	Document \$/ Line \$	Disc \$	PO #	Fund Org Acct	Object Proj	Cash Account
36308	86882S	3406	CRIME VICTIM COMPENSATION	1,433.50					
1	MILLA000	07/24/18	Refund - Miller, Lauren	1,433.50			5510 343000		101000
36310	86894S	250	INSTY-PRINTS	521.64					
1	26858	07/30/18	Budget Books	521.64			1000 123 411700	320	101000
36312	86880S	2671	COMDATA	3,135.89					
1	20296394	08/01/18	Fuel	105.36			1000 143 420403	236	101000
2	20296394	08/01/18	Fuel	971.61			5210 502 430515	236	101000
3	20296394	08/01/18	Fuel	200.00			5210 502 430515	236	101000
4	20296394	08/01/18	Fuel	309.95			5310 503 430625	236	101000
5	20296394	08/01/18	Fuel	761.90			1000 155 430950	236	101000
6	20296394	08/01/18	Fuel	534.36			2500 151 430240	236	101000
7	20296394	08/01/18	Fuel	178.23			5410 504 430830	236	101000
8	20296394	08/01/18	Fuel	74.48			1000 154 440640	236	101000
36313	86880S	2671	COMDATA	2,638.76					
1	20296397	08/01/18	Fuel Police Dept.	2,638.76			1000 131 420100	236	101000
36314	86907S	111	MONTANA PIONEER	380.00					
1	08/03/18	Summerfest Ads		380.00*			2212 153 460420	350	101000
36320	86903S	3622	MACINNES, KEN	96.48					
1	18-19	08/01/18	Big Sky Thai	96.48			1000 103 410400	380	101000
36321	86886S	3298	EXEC U CARE SERVICES, INC.	1,119.42					
1	1603	07/31/18	July Janitorial Services	1,119.42			1000 121 411230	364	101000
36322	86915S	151	NORTHWESTERN ENERGY	213.97					
1	3120133	07/12/18	110 South B St	138.30			1000 121 411230	341	101000
2	3120134	07/11/18	112 South B St	75.67			1000 121 411230	341	101000
36323	86889S	54	GATEWAY OFFICE SUPPLY	10.04					
1	41545	07/30/18	Office Supplies	10.04			1000 123 411700	211	101000
36324	86913S	3785	NETZER LAW OFFICE, P.C.	153.83					
1	24234	07/31/18	Legal Services	153.83*			1000 107 411100	351	101000
36326	86902S	55	LIVINGSTON HEALTH CARE-MEMORIAL	235.16					
1	17146	07/30/18	Patient Supplies	235.16			5510 142 420730	235	101000

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CITY OF LIVINGSTON
Claim Details
For the Accounting Period: 7/18

Page: 2 of 2
Report ID: AP100

For doc #s from 36306 to 36448, Operating Cash
* ... Over spent expenditure

Claim Line #	Check	Invoice #/Inv Date/Description	Vendor #/Name/	Document \$/ Line \$	Disc \$	PO #	Fund Org Acct	Object Proj	Cash Account
36327	86911S	2604 MUNICIPAL EMERGENCY SERVICES		353.49					
2	1248077	07/26/18 Wildland Parts		353.49			1000 141 420400	220	101000
36328	86878S	2662 BOUND TREE MEDICAL, LLC		420.35					
1	82938910	07/31/18 Patient Supplies		20.58			5510 142 420730	235	101000
2	82938909	07/31/18 Patient Supplies		399.77			5510 142 420730	235	101000
36329	86922S	2595 TOWN & COUNTRY FOODS -		31.23					
1	8236002	07/29/18 Cleaning Supply		31.23			1000 141 420400	220	101000
36330	86918S	3361 SPARK LASER CREATIONS		15.00					
1	1205	07/25/18 Accountability Tag		15.00			1000 141 420410	220	101000
36335	86898S	3449 LEAF		33.97					
1	8562722	07/22/18 Kyocera Copier		33.97			2300 132 420160	220	101000
36336	86902S	55 LIVINGSTON HEALTH CARE-MEMORIAL		28.00					
1	2354025	07/20/18 Lab Tests		28.00			1000 131 420100	350	101000
36337	86923S	3376 TRANSUNION RISK & ALTERNATIVE		25.00					
1	380349	08/01/18 investigative research		25.00			1000 131 420100	350	101000
36338	86894S	250 INSTY-PRINTS		235.00					
1	26772	07/25/18 Abandon Vehicle Labels		235.00			1000 131 420100	320	101000
36341	86920S	3579 SULLIVAN, PATRICK		140.62					
1	18-19	08/03/18 Travel - MPAT Training		140.62			1000 131 420100	370	101000
36342	86893S	102 INDUSTRIAL TOWEL		1.53					
3	61530	07/27/18 Slate WRF		18.10			5310 503 430610	224	101000
4	61530	07/27/18 Mat Cleaning		8.69			5310 503 430610	224	101000
5	61530	07/27/18 Mat Cleaning		8.69			5210 502 430510	224	101000
6	61530	07/27/18 Mat Cleaning		8.69			5410 504 430820	224	101000
7	61530	07/27/18 Mat Cleaning		8.68			2500 151 430220	224	101000
8	61530	07/27/18 Mat Cleaning		8.68			1000 106 411030	200	101000
9	P61183	07/19/18 Credit		-60.00			5310 503 430610	224	101000
36343	86877S	22 ALL SERVICE TIRE & ALIGNMENT,		15.00					
1	55119	07/30/18 Tire Repair		15.00			5410 504 430830	362	101000

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09:40:40

CITY OF LIVINGSTON
Claim Details
For the Accounting Period: 7/18

Page: 3 of 3
Report ID: AP100

For doc #s from 36306 to 36448, Operating Cash
* ... Over spent expenditure

Claim Line #	Check	Invoice #/Inv Date/Description	Vendor #/Name/	Document \$/ Line \$	Disc \$	PO #	Fund Org Acct	Object Proj	Cash Account
36344	86892S	63 HOUSE OF CLEAN		56.06					
1	213731	07/23/18 Soap		18.68			5210 502 430510	224	101000
2	213731	07/23/18 Soap		18.69			5310 503 430610	224	101000
3	213731	07/23/18 Soap		18.69			2500 151 430220	224	101000
36346	86900S	26 LIVINGSTON ACE HARDWARE -		15.37					
1	327819	07/30/18 Supplies		15.37			2500 151 430240	231	101000
36347	86905S	3040 MIDWAY RENTAL, INC.		16.25					
1	5-72602	07/30/18 Installed Pull Rope		16.25			2500 151 430240	233	101000
36348	86914S	12 NORMONT EQUIPMENT		1,732.50					
1	17949	07/23/18 Emulsion Tote		1,732.50			2820 210 430240	471	101000
36349	86879S	23 CARQUEST AUTO PARTS		293.30					
1	1912417676	08/01/18 Heavy Duty Lube		30.86			2500 151 430240	232	101000
2	1912417665	08/01/18 Battery		139.26			2500 151 430240	232	101000
3	1912416755	07/23/18 Battery		123.18			2500 151 430240	232	101000
36350	86888S	2904 FISHER SAND AND GRAVEL		1,066.00					
1	68785	07/21/18 Flow-Fill Concrete		1,066.00			2820 210 430240	476	101000
36351	86897S	2863 KIMBALL MIDWEST		97.84					
1	6469620	07/11/18 Supplies		97.84			2500 151 430240	231	101000
36354	86912S	1543 NELSON TREE CARE		150.00					
1	2018-20	07/16/18 725 W Lewis		150.00*			1000 155 430950	402	101000
36355	86919S	3353 STORY DISTRIBUTING		1,099.35					
1	81445	07/31/18 Diesel 407g		1,078.55*			1000 123 411700	236	101000
2	81445	07/31/18 Additive 26 oz		20.80*			1000 123 411700	236	101000
36357	86879S	23 CARQUEST AUTO PARTS		31.33					
1	1912417617	07/31/18 Indicator Light		9.49			5310 503 430625	232	101000
2	1912417400	07/30/18 Headlight		21.84			5310 503 430625	232	101000
36358	86885S	424 ENERGY LABORATORIES, INC.		172.00					
1	172584	07/30/18 Effluent Composite		172.00			5310 503 430640	355	101000

08/15/18
09:40:40

CITY OF LIVINGSTON
Claim Details
For the Accounting Period: 7/18

Page: 4 of 4
Report ID: AP100

For doc #s from 36306 to 36448, Operating Cash
* ... Over spent expenditure

Claim Line #	Check	Invoice #/Inv Date/Description	Vendor #/Name/	Document \$/ Line \$	Disc \$	PO #	Fund Org Acct	Object Proj	Cash Account
36360	86896S	15 JOHN DEERE FINANCIAL		64.41					
1	567067	07/30/18 Grade 8 Bolts		64.41			5210 502 430515	231	101000
36361	86896S	15 JOHN DEERE FINANCIAL		518.36					
1	560419	07/17/18 Service		518.36			5310 503 430640	361	101000
36362	86890S	98 GRAYBEAL'S ALL SERVICE		73.00					
1	89605	07/11/18 PW A/C		73.00			5210 502 430520	361	101000
36363	86897S	2863 KIMBALL MIDWEST		50.92					
1	6469334	07/11/18 Supplies		25.46			5310 503 430625	231	101000
2	6469334	07/11/18 Supplies		25.46			5210 502 430515	231	101000
36365	86900S	26 LIVINGSTON ACE HARDWARE -		107.20					
1	330319	08/03/18 Coupler		10.17			5210 502 430515	237	101000
2	323728	07/23/18 Hose		22.23			5210 502 430515	231	101000
3	328176	07/30/18 Skimmer Hand		11.99			5310 503 430640	231	101000
4	326176	07/27/18 Battery Watch		62.81			5310 503 430640	231	101000
36366	86904S	3812 MEYER ELECTRIC AND GROUNDS		262.50					
1	695844	07/26/18 Troubleshoot Alarm		75.00			5310 503 430640	361	101000
2	695847	07/30/18 Sewer Plant Labor		187.50			5310 503 430640	361	101000
36367	86906S	3272 MINE SAFETY APPLIANCES CO.		602.02					
1	99764705	07/17/18 H2S & Oxygen in Nitrogen		602.02			5310 503 430640	255	101000
36368	86908S	2731 MONTANA WASTE SYSTEMS, INC		91,439.12					
1	600598	07/31/18 Transfer fees		91,439.12			5410 504 430840	396	101000
36372	86917S	3659 RIVERSIDE HARDWARE LLC		2.99					
1	49414	07/27/18 Tape		2.99			2500 151 430240	231	101000
36373	86917S	3659 RIVERSIDE HARDWARE LLC		34.99					
1	48846	07/19/18 GFCI 15A Duplex		34.99			2400 420100	231	101000
36377	86925S	3472 UTILITIES UNDERGROUND LOCATION		177.41					
1	8075083	07/31/18 Excavation Notifications		88.70			5210 502 430515	317	101000
2	8075083	07/31/18 Excavation Notifications		88.71			5310 503 430625	317	101000
			# of Claims	44	Total:	109,300.80			

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Claim Line #	Check	Invoice #/Inv Date/Description	Vendor #/Name/	Document \$/ Line \$	Disc \$	PO #	Fund Org Acct	Object Proj	Cash Account
36316	86910S	3058 MUNICIPAL CODE CORPORATION		150.00					
1	00314837	08/06/18 Subscription 8/1/18-8/31/18		150.00			1000 101 410130	333	101000
36317	86895S	1783 J & H OFFICE EQUIPMENT		275.29					
1	23122050	08/03/18 Copier Lease		275.29			1000 123 411700	368	101000
36318	86893S	102 INDUSTRIAL TOWEL		32.80					
3	62204	08/03/18 Rug Maint.		32.80			1000 121 411230	360	101000
36319	86893S	102 INDUSTRIAL TOWEL		34.18					
1	61953	08/02/18 Rug maint, towels		34.18			1000 121 411230	360	101000
36325	86891S	3817 HALF PENNY SPARROWS LLC		9,014.36					
1	08/06/18	Water Meter Returned X29		9,014.36			5210 343021		101000
36331	86902S	55 LIVINGSTON HEALTH CARE-MEMORIAL		65.10					
1	17147	08/02/18 Patient Supplies		7.44			5510 142 420730	235	101000
2	3795287	08/02/18 Patient Supplies		57.66			5510 142 420730	235	101000
36332	86922S	2595 TOWN & COUNTRY FOODS -		9.99					
1	8236002	08/01/18 Station Supplies		9.99			1000 141 420400	220	101000
36333	86922S	2595 TOWN & COUNTRY FOODS -		41.86					
1	8236002	08/02/18 Station Supplies		41.86			1000 141 420400	220	101000
36334	86889S	54 GATEWAY OFFICE SUPPLY		25.84					
1	41575	08/02/18 Office Supplies		25.84			5510 142 420730	210	101000
36339	86924S	292 UPS STORE #2420, THE		10.19					
1	0072	08/06/18 LPD Shipment		10.19			1000 131 420100	310	101000
36340	86877S	22 ALL SERVICE TIRE & ALIGNMENT,		45.00					
1	55187	08/03/18 Oil Change		45.00			1000 131 420100	231	101000
36352	86899S	2830 LEHRKIND'S COCA-COLA		16.50					
1	1555427	08/01/18 Water		16.50			2500 151 430240	231	101000
36353	86900S	26 LIVINGSTON ACE HARDWARE -		11.96					
1	329120	08/01/18 Key Yale		11.96			2500 151 430240	232	101000

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Claim	Vendor #/Name/	Document \$/	Disc \$						Cash
Line #	Check Invoice #/Inv Date/Description	Line \$		PO #	Fund Org Acct	Object Proj	Account		
36356	86927S 2087 WISPWEST.NET	85.49							
1	423911 08/01/18 Civic Center	45.32			1000 155 430950	346		101000	
2	426163 08/01/18 Pool	40.17			1000 155 430950	346		101000	
36364	86899S 2830 LEHRKIND'S COCA-COLA	50.70							
1	1555428 08/01/18 Water	50.70			5310 503 430640	225		101000	
36369	86909S 3016 MT WATERWORKS	811.92							
1	26769 08/02/18 Corps	811.92			5210 502 430515	237		101000	
36370	86909S 3016 MT WATERWORKS	3,722.76							
1	26768 08/02/18 Service Brass	3,722.76			5210 502 430515	237		101000	
36378	86928S 3818 SCHOW'S TRUCK CENTER	13,479.98							
1	R001023627 08/07/18 Fire Truck Repairs	13,479.98*			1000 141 420400	232		101000	
36382	86971S 272 PARK COUNTY	8,033.59							
1	1062 08/01/18 All Stream - Phone Lines	128.52			1000 122 411300	343		101000	
2	1062 08/01/18 All Stream - Phone Lines	71.76			1000 141 420400	343		101000	
3	1062 08/01/18 All Stream - Phone Lines	71.76*			5510 142 420730	343		101000	
4	1062 08/01/18 All Stream - Phone Lines	56.32*			1000 131 420100	343		101000	
5	1062 08/01/18 All Stream - Phone Lines	35.64			2300 132 420160	343		101000	
6	1062 08/01/18 Identity Automation	3,000.00			1000 131 420100	368		101000	
7	1062 08/01/18 Verizon	406.35			1000 131 420100	347		101000	
8	1062 08/01/18 IT Cost Allocation	284.22			1000 101 410130	368		101000	
9	1062 08/01/18 IT Cost Allocation	113.69			1000 103 410400	368		101000	
10	1062 08/01/18 IT Cost Allocation	56.84			1000 104 410540	368		101000	
11	1062 08/01/18 IT Cost Allocation	56.84			1000 104 410550	368		101000	
12	1062 08/01/18 IT Cost Allocation	65.37			1000 106 411030	368		101000	
13	1062 08/01/18 IT Cost Allocation	113.69			1000 107 411100	368		101000	
14	1062 08/01/18 IT Cost Allocation	56.84			1000 109 410450	368		101000	
15	1062 08/01/18 IT Cost Allocation	170.53			1000 109 460449	368		101000	
16	1062 08/01/18 IT Cost Allocation	909.48			1000 131 420100	368		101000	
17	1062 08/01/18 IT Cost Allocation	341.06			1000 141 420400	368		101000	
18	1062 08/01/18 IT Cost Allocation	48.32			1000 143 420403	368		101000	
19	1062 08/01/18 IT Cost Allocation	56.84			1000 154 440640	368		101000	
20	1062 08/01/18 IT Cost Allocation	29.56			1000 155 430100	368		101000	
21	1062 08/01/18 IT Cost Allocation	170.53			1000 155 430950	368		101000	
22	1062 08/01/18 IT Cost Allocation	454.75			2300 132 420160	368		101000	
23	1062 08/01/18 IT Cost Allocation	29.56			2500 151 430210	368		101000	
24	1062 08/01/18 IT Cost Allocation	170.53			2500 151 430240	368		101000	
25	1062 08/01/18 IT Cost Allocation	34.11			5210 502 430510	368		101000	
26	1062 08/01/18 IT Cost Allocation	85.26			5210 502 430515	368		101000	
27	1062 08/01/18 IT Cost Allocation	56.84			5210 502 430570	368		101000	

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28	1062	08/01/18	IT Cost Allocation	43.20			5310 503 430610	368	101000
29	1062	08/01/18	IT Cost Allocation	28.42			5310 503 430625	368	101000
30	1062	08/01/18	IT Cost Allocation	227.37			5310 503 430640	368	101000
31	1062	08/01/18	IT Cost Allocation	56.84			5310 503 430670	368	101000
32	1062	08/01/18	IT Cost Allocation	34.11*			5410 504 430620	368	101000
33	1062	08/01/18	IT Cost Allocation	113.69			5410 504 430830	368	101000
34	1062	08/01/18	IT Cost Allocation	113.69			5410 504 430830	368	101000
35	1062	08/01/18	IT Cost Allocation	341.06*			5510 142 420730	368	101000
36383	86963S	1180	MONTANA CORRECTIONAL ENTERPRISES	990.00					
1	72556	08/01/18	New Desk	990.00			1000 123 411700	221	101000
36384	86945S	90	COLMEY VETERINARY HOSPITAL	330.40					
1	299462	05/21/18	Dog - Vet Care/Shots	330.40			1000 154 440640	350	101000
36385	86962S	999999	MISKA, DIANE	40.00					
1	CR2016-002	08/09/18	Restitution - J. Munro	20.00			1000 351030		101000
2	CR2016-001	08/09/18	Restitution - D. Munro	20.00			1000 351030		101000
36386	86981S	3237	WHISTLER TOWING, LLC	75.00					
1	8718	08/08/18	Tow 88 Nissan Pulse	75.00			1000 131 420100	350	101000
36387	86941S	294	CHAPPELL'S BODY SHOP, INC.	50.00					
1	353	08/03/18	Prepaid Carwash Card	50.00			1000 131 420100	231	101000
36388	86942S	3440	CHARTER COMMUNICATIONS	3,117.34					
1	0179852	08/04/18	414 E. Callender Internet	2,629.84			1000 122 411300	346	101000
2	0179852	08/04/18	414 E. Callender Internet	60.91*			1000 106 411030	346	101000
3	0179852	08/04/18	414 E. Callender Internet	60.94*			1000 143 420403	346	101000
4	0179852	08/04/18	414 E. Callender Internet	73.13*			1000 155 430100	346	101000
5	0179852	08/04/18	414 E. Callender Internet	73.13			2500 151 430220	346	101000
6	0179852	08/04/18	414 E. Callender Internet	73.13*			5210 503 430510	346	101000
7	0179852	08/04/18	414 E. Callender Internet	73.13			5310 503 430610	346	101000
8	0179852	08/04/18	414 E. Callender Internet	73.13			5410 504 430820	346	101000
36389	86942S	3440	CHARTER COMMUNICATIONS	885.12					
2	0179860	08/04/18	110 S. B Internet	885.12			1000 122 411300	346	101000
36390	86954S	1783	J & H OFFICE EQUIPMENT	213.00					
2	23104080	07/31/18	Canon Copier	213.00			1000 123 411700	368	101000

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36391	86935S	3293	BLACKFOOT COMMUNICATIONS	149.98					
1	166824	08/01/18	Internet	49.99			2500 151 430220	346	101000
2	166824	08/01/18	Internet	49.99			5310 503 430610	346	101000
3	166824	08/01/18	Internet	50.00			5410 504 430820	346	101000
36392	86934S	3633	BILLING DOCUMENT SPECIALISTS	70.00					
1	48438	07/31/18	Online Monthly Maintenance	23.33			5210 502 430570	213	101000
2	48438	07/31/18	Online Monthly Maintenance	23.33			5310 503 430670	213	101000
3	48438	07/31/18	Online Monthly Maintenance	23.34			5410 504 430870	213	101000
36393	86977S	999999	SULLIVAN, MICHAEL	459.92					
1	TK20170269	08/08/18	Restitution - E. Knutsen	459.92			1000 351030		101000
36394	86947S	999999	DYKSTRA, AMBER	50.00					
1	TK20140120	08/08/18	Restitution -J. Cain	50.00			1000 351030		101000
36395	86953S	999999	INDENDI, SAGE	50.00					
1	TK20150293	08/02/18	Restitution - C. Davis	50.00			1000 351030		101000
36396	86969S	3819	ORR, ALEXIS	107.50					
1	18-19	07/20/18	Pool Office - 5.25 Hours	52.50			1000 109 460445	316	101000
2	18-19	08/03/18	Summerfest - 5.5 Hours	55.00*			2212 153 460420	350	101000
36397	86937S	999999	BUCKLIN, KATHERINE	45.00					
1	TK20180198	08/08/18	Refund - Overpayment	45.00			1000 351036		101000
36398	86975S	3417	RON AND SONS PAINTING	400.00					
1	2018	06/07/18	Lot Cleanup - Orion	200.00			1000 106 411030	393	101000
2	2018	07/09/18	Lot Cleanup - Constellation	200.00			1000 106 411030	393	101000
36399	86979S	2823	THOMSON REUTERS - WEST	292.74					
1	838668562	08/01/18	Information Charge - July	292.74			1000 107 411100	334	101000
36400	86955S	3387	J & H, Inc.	87.96					
1	537437	08/08/18	Canon Monthly Maint.	87.96			1000 109 460449	368	101000
36401	86978S	2999	TEAR IT UP L.L.C.	36.00					
1	36903	08/08/18	80# Finance Office	36.00			1000 123 411700	360	101000

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Claim Line #	Check	Invoice #/Inv Date/Description	Vendor #/Name/ Line \$	Document \$/ Line \$	Disc \$	PO #	Fund Org Acct	Object Proj	Cash Account
36402	86940S	682 CENTRON SERVICES		243.45					
5	3069	07/26/18 Parking Ticket Collection		243.45			1000 351033		101000
36404	86961S	147 LIVINGSTON UTILITY BILLING		3,170.94					
1	00090016	08/03/18 City/County complex		650.12			1000 121 411230	342	101000
2	00004601	08/03/18 Mars Park		575.46			1000 155 430950	342	101000
3	50000010	08/03/18 Parks		406.21			1000 155 430950	342	101000
4	00016214	08/03/18 Cemetery		41.89			1000 155 430950	342	101000
5	00004638	08/03/18 Socer Fieldhouse		42.04			1000 155 430950	342	101000
6	00014366	08/03/18 Sewer Plant		711.28			5310 503 430640	342	101000
7	00014352	08/03/18 Street Shop		52.03			2500 151 430220	342	101000
8	00014352	08/03/18 Street Shop		52.03			5410 504 430820	342	101000
9	00014474	08/03/18 Scale House		39.03			5410 504 430820	342	101000
10	00014347	08/03/18 Utility Shop		193.55			5210 502 430520	342	101000
11	00014347	08/03/18 Utility Shop		165.24			5310 503 430620	342	101000
12	00014347	08/03/18 Utility Shop		30.85			5410 504 430820	342	101000
13	00016149	08/03/18 Star Rd.		47.46			1000 121 411230	342	101000
14	00080013	08/03/18 B Street		53.74			1000 121 411230	342	101000
15	00080232	08/03/18 Irrigation		110.01			1000 121 411230	342	101000
36405	86982S	47 WILCOXSON'S		294.45					
1	84847A	09/20/17 Ice Cream - Pool		-44.30			1000 109 460445	220	101000
2	843337	06/14/18 Ice Cream - Pool		101.50			1000 109 460445	220	101000
3	845960	07/12/18 Ice Cream - Pool		70.25			1000 109 460445	220	101000
4	846064	07/19/18 Ice Cream - Pool		64.50			1000 109 460445	220	101000
5	876175	07/26/18 Ice Cream - Pool		102.50			1000 109 460445	220	101000
36406	86939S	3646 CENTER FOR EDUCATION AND		124.95					
1	07195033	07/18/18 Public employment law encycl		124.95			1000 109 410450	333	101000
36407	86960S	26 LIVINGSTON ACE HARDWARE -		7.16					
1	217650	07/20/18 Rubber Bands		7.16			2212 153 460420	200	101000
36408	86976S	3143 SAFETRAC		392.05					
1	24724	06/30/18 Drug Testing - June		86.15			1000 109 410450	350	101000
2	24838	08/01/18 CDL Services - August		305.90			1000 109 410450	350	101000
36409	86973S	3182 PURCELL,CASEY		120.00					
1	18-19	07/11/18 Reimburse CDL Exam		120.00			5410 504 430830	350	101000

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36410	86955S	3387 J & H, Inc.		116.75					
1	535888	07/18/18 Canon Monthly Maint.		116.75			1000 109 460449	368	101000
36411	86936S	377 BOZEMAN DAILY CHRONICLE		345.10					
1	0718152802	07/31/18 Summerfest Advertising		340.00			2212 153 460420	336	101000
2	0718152802	07/31/18 Service Charge		5.10*			2212 153 460420	630	101000
36412	86948S	3298 EXEC U CARE SERVICES, INC.		2,117.91					
1	1604	07/31/18 Janitorial Services - July		2,117.91			1000 109 460442	231	101000
36413	86948S	3298 EXEC U CARE SERVICES, INC.		1,993.60					
1	1581	06/29/18 Janitorial Services - June		1,993.60			1000 109 460442	231	101000
36414	86946S	3596 DENTON, KRISTINE		174.98					
1	18-19	08/07/18 Travel - Clerk Conference		174.98			1000 102 410360	370	101000
36415	86944S	2660 COLJ CONFERENCE REGISTRATION		250.00					
1	18-19	08/07/18 Clerks Fall 2018 Conference		250.00			1000 102 410360	380	101000
36416	86967S	1199 O'CONNOR'S BODY SHOP, LLC		229.00					
1	4329	08/09/18 Repairs 2005 Ford F-150		229.00			1000 143 420403	232	101000
36417	86981S	3237 WHISTLER TOWING, LLC		75.00					
1	8487	08/06/18 Tow 2000 VW Jetta		75.00			1000 131 420100	350	101000
36418	86933S	3378 AMERICAN AUTOMOTIVE		389.65					
1	3885	08/06/18 Repairs and Maint.		189.65			1000 131 420100	231	101000
2	3885	08/06/18 Repairs and Maint.		200.00			1000 131 420100	360	101000
36419	86964S	642 MONTANA LAW ENFORCEMENT ACADEMY		200.00					
1	11508	07/27/18 Training - Sullivan		150.00			1000 131 420100	380	101000
2	11508	07/27/18 Meals/Lodging - Sullivan		50.00			1000 131 420100	370	101000
36420	86929S	781 2M COMPANY, INC.		283.13					
1	8083479001	07/26/18 Fountain		206.70			1000 155 460430	231	101000
2	8083479000	07/26/18 Fountain		76.43			1000 155 460430	231	101000
36421	86930S	2 A-1 MUFFLER, INC.		514.00					
1	64582	07/30/18 49-515 01 Ram 1500		514.00*			1000 155 430950	362	101000

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36422	86932S	22 ALL SERVICE TIRE & ALIGNMENT,		6.00					
1	55121	07/30/18 Flat Tire - Mower		6.00			1000 155 460430	231	101000
36423	86931S	3357 ADVANCED TECHNOLOGY PRODUCTS,		1,560.00					
1	18628	07/27/18 Pool Chemicals		1,560.00			1000 155 460445	222	101000
36424	86943S	2112 CHURCHILL EQUIPMENT CO., INC.		43.72					
1	22394	07/13/18 Parts		43.72			1000 155 430930	361	101000
36425	86951S	54 GATEWAY OFFICE SUPPLY		99.73					
1	41587	08/02/18 Office Supplies		99.73			2500 151 430240	231	101000
36426	86952S	1845 GENERAL DISTRIBUTING COMPANY		55.00					
1	664029	07/31/18 Oxygen		55.00			2500 151 430240	231	101000
36427	86958S	2863 KIMBALL MIDWEST		571.56					
1	6496377	07/24/18 Supplies		571.56			2500 151 430240	231	101000
36428	86960S	26 LIVINGSTON ACE HARDWARE -		223.91					
1	326473	07/27/18 Brush		14.99			1000 155 460430	231	101000
2	327841	07/30/18 Coupling		14.78			1000 155 460430	231	101000
3	D31370	08/04/18 Splach Park		19.16*			1000 155 460445	231	101000
4	D30481	08/03/18 Skate Park Fountain		8.99			1000 155 460430	231	101000
5	D30422	08/03/18 Skate Park Fountain		18.97			1000 155 460430	231	101000
6	330292	08/03/18 Stain		59.98			1000 155 460430	231	101000
7	330081	08/02/18 Skate Park Fountain		29.94			1000 155 460430	231	101000
8	329663	08/02/18 Skate Park Fountain		9.59			1000 155 460430	231	101000
9	329352	08/01/18 Skate Park Fountain		47.51			1000 155 460430	231	101000
36429	86965S	3688 MURDOCH'S RANCH & HOME SUPPLY		99.98					
1	K00038/37	08/01/18 Weed Spray		99.98			1000 155 460430	393	101000
36430	86966S	12 NORMONT EQUIPMENT		2,598.75					
1	18058	07/31/18 Emulsion Tote		2,598.75			2820 210 430240	471	101000
36431	86968S	2437 O'REILLY AUTOMOTIVE, INC		197.84					
1	1558126840	04/25/18 Tow Strap		85.96*			1000 155 430950	362	101000
2	1558124897	04/05/18 Wiper Blades		111.88*			1000 155 430950	362	101000

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Claim Line #	Check	Invoice #/Inv Date/Description	Vendor #/Name/	Document \$/ Line \$	Disc \$	PO #	Fund Org Acct	Object Proj	Cash Account
36432	86970S	16	PARISI WESTERN PLUMBING &	10.00					
1	47909	07/31/18	Fountain	10.00			1000 155 460430	231	101000
36433	86932S	22	ALL SERVICE TIRE & ALIGNMENT,	80.00					
1	55000	07/17/18	Install Tires	40.00			5210 502 430515	232	101000
2	55000	07/17/18	Install Tires	40.00			5310 503 430625	232	101000
36434	86938S	23	CARQUEST AUTO PARTS	30.86					
1	1912417676	08/01/18	Lube	30.86			2500 151 430240	232	101000
36435	86949S	1276	FASTENAL COMPANY	355.68					
1	167281	07/24/18	Supplies	177.84			5210 502 430515	231	101000
2	167281	07/24/18	Supplies	177.84			5310 503 430625	231	101000
36436	86950S	2386	FERGUSON ENTERPRISES, INC.	3,411.59					
1	0687770	07/26/18	Pump House Meter	3,393.40*			5210 502 430520	220	101000
2	0690887	07/30/18	Gasket	18.19			5210 502 430515	237	101000
36438	86956S	1390	KEN'S EQUIPMENT REPAIR, INC	288.45					
1	51443	07/10/18	Street Sweeper	219.15			2500 151 430240	362	101000
2	51454	07/12/18	Water 410K	69.30			5210 502 430515	362	101000
36439	86957S	776	KENYON NOBLE	74.42					
1	6624139	07/03/18	Rigid Foam	74.42			5310 503 430625	231	101000
36440	86959S	8	KNIFE RIVER	882.64					
1	560289	07/31/18	Plant Mix	882.64			2820 210 430240	471	101000
36441	86960S	26	LIVINGSTON ACE HARDWARE -	121.58					
1	329694	08/02/18	Supplies	85.66			5210 502 430515	237	101000
2	329729	08/02/18	Supplies	13.77			5210 502 430515	237	101000
3	D29981	08/02/18	Supplies	22.15			5210 502 430515	237	101000
36442	86966S	12	NORMONT EQUIPMENT	367.32					
1	18085	08/02/18	Durapatcher	367.32			2500 151 430240	231	101000
36443	86970S	16	PARISI WESTERN PLUMBING &	148.95					
1	47874	07/30/18	Materials	148.95			5210 502 430515	231	101000

08/15/18
09:42:03

CITY OF LIVINGSTON
Claim Details
For the Accounting Period: 8/18

Page: 9 of 24
Report ID: AP100

For doc #s from 36306 to 36448, Operating Cash
* ... Over spent expenditure

Claim Line #	Check	Invoice #/Inv Date/Description	Vendor #/Name/	Document \$/ Line \$	Disc \$	PO #	Fund Org Acct	Object Proj	Cash Account
36444	86974S	3659 RIVERSIDE HARDWARE LLC		7.99					
1	49840	08/02/18 Supplies		7.99			5210 502 430515	237	101000
36445	86938S	23 CARQUEST AUTO PARTS		28.78					
1	1912418319	08/08/18 Battery Charger		28.78			5310 503 430625	232	101000
36446	86972S	1868 POWERPLAN		353.78					
1	P37519	07/24/18 Rotating Beacon		353.78			5210 502 430515	362	101000
36447	86978S	2999 TEAR IT UP L.L.C.		42.00					
1	36900	08/08/18 110# Public Works		7.00			1000 106 411030	220	101000
2	36900	08/08/18 110# Public Works		7.00			1000 155 430100	220	101000
3	36900	08/08/18 110# Public Works		7.00			2500 151 430240	361	101000
4	36900	08/08/18 110# Public Works		7.00			5310 503 430620	220	101000
5	36900	08/08/18 110# Public Works		7.00			5210 502 430510	220	101000
6	36900	08/08/18 110# Public Works		7.00			5410 504 430820	220	101000
36448	86980S	879 VERIZON WIRELESS		1,970.89					
1	223-8483	07/20/18 Planning		18.62			1000 106 411030	347	101000
2	222-8155	07/20/18 Rec. Dept		74.33			1000 109 460449	347	101000
3	223-2233	07/20/18 ATS		58.97			1000 109 460449	347	101000
4	223-4459	07/20/18 Childhood Development		58.85			1000 109 460449	347	101000
5	823-9535	07/20/18 City Pool		18.58			1000 109 460449	347	101000
6	823-9870	07/20/18 ATS		74.33			1000 109 460449	347	101000
7	223-7422	07/20/18 City Manager		66.97			1000 122 411300	347	101000
8	223-2114	07/20/18 Fire		74.33			1000 141 420400	347	101000
9	223-3580	07/20/18 Fire		42.52			1000 141 420400	347	101000
10	223-8255	07/20/18 Fire		42.52			1000 141 420400	347	101000
11	224-0542	07/20/18 Fire		58.97			1000 141 420400	347	101000
12	224-2053	07/20/18 Fire Chief		58.97			1000 141 420400	347	101000
13	823-9928	07/20/18 Fire		42.54			1000 141 420400	347	101000
14	823-9929	07/20/18 Fire		42.54			1000 141 420400	347	101000
15	223-7258	07/20/18 Building		18.58			1000 143 420403	347	101000
16	223-2197	07/20/18 Animal Control		74.33			1000 154 440640	347	101000
17	223-2195	07/20/18 Roaming		129.73			1000 155 430950	347	101000
18	223-1359	07/20/18 Parks		18.73			1000 155 430950	347	101000
19	223-6974	07/20/18 Roaming - Jones		22.96			1000 155 430950	347	101000
20	579-7702	07/20/18 Cemetery		31.03			1000 155 430950	347	101000
21	570-0712	07/20/18 Dispatch		18.64			2300 132 420160	220	101000
22	223-1823	07/20/18 Street		18.60			2500 151 430220	347	101000
23	223-2196	07/20/18 Street		74.58			2500 151 430220	347	101000
24	223-1469	07/20/18 Water Cell		74.33			5210 502 430515	347	101000
25	223-1472	07/20/18 Water Cell		15.98			5210 502 430515	347	101000
26	223-6565	07/20/18 Holmes - Water 1/2		34.48			5210 502 430515	347	101000

08/15/18
09:42:03

CITY OF LIVINGSTON
Claim Details
For the Accounting Period: 8/18

Page: 10
Report ID: AP100

For doc #s from 36306 to 36448, Operating Cash
* ... Over spent expenditure

Claim Line #	Check	Invoice #/Inv Date/Description	Vendor #/Name/ Line \$	Document \$/ Line \$	Disc \$	PO #	Fund Org Acct	Object Proj	Cash Account
27	223-8268	07/20/18	Whitman - Water 1/2	29.48			5210 502 430515	347	101000
28	223-9101	07/20/18	Schweigert - Water 1/2	30.99			5210 502 430515	347	101000
29	224-0836	07/20/18	McClure	18.58			5210 502 430515	347	101000
30	224-5246	07/20/18	Tom's Ipad	30.02			5210 502 430515	347	101000
31	223-1470	07/20/18	Sewer	23.98			5310 503 430620	347	101000
32	223-6565	07/20/18	Holmes - Sewer 1/2	34.48			5310 503 430620	347	101000
33	223-7857	07/20/18	Sewer	18.58			5310 503 430620	347	101000
34	223-8268	07/20/18	Whitman - Sewer 1/2	29.49			5310 503 430620	347	101000
35	223-9101	07/20/18	Schweigert - Sewer 1/2	30.98			5310 503 430620	347	101000
36	224-5022	07/20/18	WWTP - Dan	61.64			5310 503 430620	347	101000
37	224-8119	07/20/18	WWTP - Pager	18.60			5310 503 430620	347	101000
38	223-6314	07/20/18	Scale House	18.58			5410 504 430820	347	101000
39	223-6948	07/20/18	Rich Stordalen	58.97			5410 504 430820	347	101000
40	224-0509	07/20/18	Solid Waste - Van	68.96			5410 504 430820	347	101000
41	224-2470	07/20/18	Transfer Station	23.83			5410 504 430820	347	101000
42	224-2471	07/20/18	Solid Waste Truck	18.58			5410 504 430820	347	101000
43	223-0167	07/20/18	EMS	60.07*			5510 142 420730	347	101000
44	223-0168	07/20/18	EMS	18.58*			5510 142 420730	347	101000
45	223-0169	07/20/18	EMS	18.58*			5510 142 420730	347	101000
46	223-0340	07/20/18	EMS	74.33*			5510 142 420730	347	101000
47	224-8678	07/20/18	Medic 2	18.58*			5510 142 420730	347	101000
			# of Claims	83	Total:	68,041.01			

Backup material for agenda item:

- C. CONSENT - Approve City Court Financial Reports for June & July 2018

**LIVINGSTON CITY COURT
FINANCIAL REPORT
JULY 2018**

Date PD Monthly Report Received from City of Livingston Finance Office 8/8/2018

Tickets/Criminal Complaints Cleared: **58**

Dismissed-Plea Agreement:	6	
Dismissed-Pretrial Diversion/Deferred:	4	
Dismissed-Miscellaneous:	11	
Paid-Bond Forfeit/Fine:	16	\$2,320.00
Paid-Time Payments:	21	\$8,683.00
Warrant Fees:		
		Total: \$11,003.00

Parking Enforcement & Police Issued Parking Tickets: Total: \$2,510.00

Surcharges/Costs/Fees:

	MLEA Surcharge:		\$434.00
	TECH Surcharge:		\$310.00
	Victim/Witness Surcharge:		\$819.00
	MISD Surcharge:		\$555.00
	Court Costs:		\$112.50
	Public Defender Fee:	0 x \$150.00	\$ -
	Public Defender Fee:	0 x \$250.00	\$ -
102-410360-390	Jury Fees	0 x \$295.00	\$ -
102-410360-390	Interpreter	0 x \$50.00	\$ -
		Total	\$2,230.50

Total amount credited to City of Livingston General Fund: \$15,743.50

I hereby certify that this is a true and correct statement of the amount of fines/fees/costs which were fully paid and credited with the Livingston City Court during the month of:

Jul-18

Prepared by: 

Date: 8/9/18

Hon. Holly Happe
Livingston City Judge

Backup material for agenda item:

- A. ORDINANCE NO. 2072 - AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, AMENDING SECTION 30.13 OF THE LIVINGSTON MUNICIPAL CODE ENTITLED OFFICIAL ZONING MAP OF THE CITY OF LIVINGSTON BY REZONING A 0.75 - ACRE PARCEL IN GOVERNMENT LOT 3 AS REFERENCED ON PLAT 104 FROM MEDIUM DENSITY RESIDENTIAL MOBILE HOME (R2MH) TO HIGH DENSITY RESIDENTIAL (R3).

ORDINANCE NO. 2072

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, AMENDING SECTION 30.13 OF THE LIVINGSTON MUNICIPAL CODE ENTITLED OFFICIAL ZONING MAP OF THE CITY OF LIVINGSTON BY REZONING A 0.75-ACRE PARCEL IN GOVERNMENT LOT 3 AS REFERENCED ON PLAT 104 FROM MEDIUM DENSITY RESIDENTIAL MOBILE HOME (R2MH) TO HIGH DENSITY RESIDENTIAL (R3).

Purpose

The purpose of this Ordinance is to promote public health, safety and general welfare of the City by regulating the height, number of stories and size of buildings and other structures, the percentage of lot that may be occupied, the size of yards, courts and other open spaces, the density of population, and the location and use of buildings, structures, and land for trade, industry, residence or other purposes.

WHEREAS, Charles and Kaye Taylor, owners of a 0.75-acre parcel in Government Lot 3 as referenced on Plat 104, have petitioned the City of Livingston to re-zone said property from Medium Density Residential Mobile Home (R2MH) to High Density Residential (R3); and

WHEREAS, The Livingston Zoning Commission has reviewed the proposed zone change for compliance with the Lowe Test for rezoning of property; and

WHEREAS, the Zoning Commission, after the public hearing, has recommended to the City Commission that the zone change from Medium Density Residential Mobile Home (R2MH) to High Density Residential (R3) be approved.

NOW THEREFORE, BE IT ORDAINED by the Livingston City Commission that Sec. 30.13 of the Livingston Municipal Code entitled Official Zoning Map, be and the same is hereby amended as follows:

SECTION 1

Rezoning of a 0.75-acre parcel in Government Lot 3 as referenced on Plat 104 from Medium Density Residential Mobile Home (R2MH) to High Density Residential (R3):

That a 0.75-acre parcel in Government Lot 3 as referenced on Plat 104, on file and of record in the office of the Clerk and Recorder of Park County, Montana, is rezoned from Medium Density Residential Mobile Home (R2MH) to High Density Residential (R3).

SECTION 2

Statutory Interpretation and Repealer:

Any and all resolutions, ordinances and sections of the Livingston Municipal Code and parts thereof in conflict herewith are hereby repealed.

SECTION 3

Severability:

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid by a court having competent jurisdiction, such invalidity shall not affect the other provisions of this ordinance which may be given effect without the invalid provisions or application, and to this end, the provisions of this ordinance are declared to be severable.

SECTION 4

Savings provision:

This ordinance does not affect the rights or duties that mature, penalties and assessments that were incurred or proceedings that begun before the effective date of this ordinance.

SECTION 5

Effective date:

This ordinance will become effective 30 days after the second reading and final adoption.

PASSED by the City Commission of the City of Livingston, Montana, on first reading at a regular session thereof held on the _____ day of August, 2018.

DOREL HOGLUND – Chair

ATTEST:

LISA HARRELD
Recording Secretary

PASSED ADOPTED, AND APPROVED by the City Commission of the City of Livingston, Montana, on second reading at a regular session thereof held on the _____ day of August, 2018.

DOREL HOGLUND – Chair

ATTEST:

APPROVED AS TO FORM:

LISA HARRELD
Recording Secretary

JAY PORTEEN
City Attorney

NOTICE

The public is invited to attend and comment at a public hearing to be held on August 21, 2018, at 6:30 p.m. in the Community Room of the City County Complex, 414 East Callender Street, Livingston, Montana, on the second reading of Ordinance **2072 AMENDING SECTION 30.13 OF THE LIVINGSTON MUNICIPAL CODE ENTITLED OFFICIAL ZONING MAP OF THE CITY OF LIVINGSTON BY REZONING A 0.75-ACRE PARCEL IN GOVERNMENT LOT 3 AS REFERENCED ON PLAT 104 FROM MEDIUM DENSITY RESIDENTIAL MOBILE HOME (R2MH) TO HIGH DENSITY RESIDENTIAL (R3).**

A copy of the ordinance is available for inspection at the City Office, 414 East Callender Street, Livingston, MT 59047. For further information call the City Attorney at (406) 823-6007.

Please publish August 10 and August 17, 2018.

Michael Kardoes
City Manager
citymanager@livingstonmontana.org
(406) 823-6000 Phone



Chair
Dorel Hoglund
Vice Chair
Quentin Schwarz
Commissioners
Mel Friedman
Sarah Sandberg
Warren Mabie

July 20, 2018

City Manager
414 East Callender Street
Livingston, MT 59047

The City Zoning Commission makes the following recommendation to the City Commission:

Recommend **approval** of the Taylor zone change.

The Staff Report upon which this recommendation is based is attached.

Sincerely,

A handwritten signature in blue ink that reads "Jim Woodhull".

Jim Woodhull
Recording Secretary

July 9, 2018

STAFF REPORT
ZONE MAP AMENDMENT
Taylor

Background

Charles and Kaye Taylor, owners of property described as a 0.75-acre parcel in Government Lot 3 as referenced on Plat 104, are requesting that this property, located at 1311 East Gallatin Street, be re-zoned from Medium Density Residential, Mobile Home (RIIMH) to High Density Residential (RIII).

Findings of Fact

The Livingston Zone Map Amendment application requires that the applicant answer the following questions by letter to the Zoning Commission: (Answers in italics)

- 1) What reasons prevent you from using this property for any of the uses allowed under the existing zoning?

We request a zone change to RIII. This is a large lot with on single-family dwelling. This lot is sandwiched between two large multi-family structures and two trailer courts. We would like to check the possibility of replacing the residence with multi-family structures.

- 2) Why is there a need for the intended use of the property at this location?

Livingston is in need of affordable housing. This change would allow density comparable to surrounding properties. With rents skyrocketing it seems logical to provide more housing.

3) How will the public interest be served if this application is granted?

The public interest will be served by providing housing in a proper setting. As demand for housing increases, as we are in proximity to Bozeman, this will provide some relief.

The Montana Code Annotated establishes the following test which is to be used by municipal governing bodies when zoning or rezoning land*

“LOWE” TEST FOR ZONING OR REZONING

1. Is the proposed rezoning designed in accordance with the comprehensive plan?

The Growth Policy does not directly address planned locations for high density residential zones. It does, however, explicitly state “Address affordable housing needs” (Goal 1, objective 3).

2. Will the proposed rezoning secure safety from fire, panic, and other dangers?

Yes. Building and Fire Codes will address this at the time of construction.

3. Will the proposed rezoning promote health and general welfare?

Yes. Health, sanitation, building and fire codes would all apply to new development.

4. Will the proposed rezoning facilitate the adequate provision of transportation, water, sewage, schools, parks and other public requirements?

Yes. All of the above public requirements can be facilitated.

5. Will the proposed rezoning provide adequate air and light?

Yes. Current building code requirements are assumed to provide “adequate” air and light.

6. What is the likely effect on motorized and non-motorized transportation systems?

An increase in density on this property will increase both motorized and non-motorized traffic. This property is on Gallatin Street, a main arterial, and the primary access for the property is expected to be the Bennett Street crossing.

7. Does the proposed zone change promote compatible urban growth?

Yes. The existing RIII development north of this location on N and Montana Streets appears to be compatible with the mobile home parks on Gallatin Street.

8. Does the proposed rezoning give reasonable consideration to the character of the district and its suitability for particular uses?

Yes. This area is already a diverse mix of different residential types. In the immediate vicinity there exists RIIMH, RIII, and RMO residential zones as well as vacant Industrial property on the opposite side of Gallatin Street.

9. Will the proposed rezoning conserve the value of buildings and encourage the most appropriate use of land throughout the City?

Yes. A large portion of this property is currently vacant. The Applicant has indicated that the existing home may be demolished to allow for multi-family structures. If housing availability is the concern, higher density would be an appropriate use for such an in-fill project.

* Section 76-2-304. (1). (2), Montana Code Annotated, 2015

Staff Recommendation

Based upon the findings of fact section of this report, the City Planning Staff feels that it is appropriate for the Zoning Commission to recommend to the City Commission that they **approve** the zone change request.

Jim Woodhull
Director of Building/Planning

Attachment 1.....Site Location Map



Google Earth



Subject Property is shaded
1311 E. Gallatin

Backup material for agenda item:

- A. A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO AMEND THE BUDGET FOR FISCAL YEAR 2018-2019, BY MAKING APPROPRIATION ADJUSTMENTS IN THE AMOUNT OF \$1,105,837 AND REVENUE ADJUSTMENTS IN THE AMOUNT OF \$1,417,780.**

RESOLUTION NO. 4813

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO AMEND THE BUDGET FOR FISCAL YEAR 2018-2019, BY MAKING APPROPRIATION ADJUSTMENTS IN THE AMOUNT OF \$1,105,837 AND REVENUE ADJUSTMENTS IN THE AMOUNT OF \$1,417,780.

WHEREAS, by Resolution No. 4813 the City of Livingston adopted its budget for Fiscal Year 2017-2018 (FY 17-18); and

WHEREAS, Mont. Code Ann. §§ 7-6-4006(4), 7-6-4031(2) and 7-6-4006(3) provide that the budget may be amended by conducting a public hearing thereon; and

WHEREAS, any proposed budget amendment which provide for additional appropriations must identify the fund reserves, unanticipated revenue or previously unbudgeted revenue that will fund the appropriations; and

WHEREAS, the budget for FY 17-18 requires a budget amendment by making appropriation adjustments in the amount of \$1,105,837 and revenue adjustments in the amount of \$1,417,780 as specified herein.

NOW, THEREFORE, be it resolved by the City Commission of the City of Livingston, Montana, that the budget for Fiscal year 2017-2018 is amended as follows:

Revenue Estimate Adjustments

Fund Department	Description/Purpose	Account	Amount
Comprehensive Liability	Real property taxes	2190.311010	12,400
Soccer Fields		2211.365050	2,500
Permissive Medical Levy			
Real Property Taxes		2372.311010	17,138
Personal Property Taxes		2372.311022	1,232
Sidewalks	Sidewalk Assessments	2600.363030	2,130
Park Improvement SRF	Skate park donations	2700.365002	314,780
Ambulance Services	Ambulance services	5510.343000	1,080,000
TOTAL			\$ 1,417,780

Appropriation Adjustments

Fund	Description/Purpose	Account	Amount	Fund Reserves	Unanticipated Revenues	Unbudgeted Revenues
Comprehensive Liability	Insurance premiums	2190.160.510330.510-512	45,000	X		X
Soccer Fields	Field House	2211.000.411810.940	1,500		X	
PERS	Pension payments	2370.160.510500.145	1,650	X		
Permissive Medical Levy	Health Insurance	2372.160.510331.143	18,500			X
Sidewalks	Downtown sidewalk replacement	2600.000.430240.914	40,000	X		X
Park Improvement SRF	Skate Park	2700.000.460430.915	308,000		X	
SID 178	Transfer to close fund	3950.170.521000.805	56	X		
Railroad Crossing Levy	Interest on debt service	4099.000.490500.620	1,226	X		
Ambulance	Overtime and transfer incentive	5510.142.420730.112-120	130,905		X	
	Bad debt expense	5510.142.420730.811	604,000		X	
TOTAL			\$ 1,105,837			

Resolution No. 4813

Amending the budget for Fiscal Year 2017-2018 by making appropriation adjustments in the amount of \$1,105,837 and revenue adjustments in the amount of \$1,417,780.

Dated this 21st day of August, 2018.

DOREL HOGLUND - Chairperson

ATTEST:

APPROVED AS TO FORM:

LISA HARRELD
Recording Secretary

JAY PORTEEN
City Attorney

Resolution No. 4813

Amending the budget for Fiscal Year 2017-2018 by making appropriation adjustments in the amount of \$1,105,837 and revenue adjustments in the amount of \$1,417,780.

Page 3

[Exhibit A to Resolution No. 4813]

NOTICE

A public hearing will be held by the City Commission of Livingston, Montana, on September 4th, 2018, at 6:00 p.m. in the Community Room of the City County Complex, 414 East Callender Street, Livingston, Montana, on **Resolution No. 4813** entitled **A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO AMEND THE BUDGET FOR FISCAL YEAR 2017-2018, BY MAKING APPROPRIATION ADJUSTMENTS IN THE AMOUNT OF \$1,105,837 AND REVENUE ADJUSTMENTS IN THE AMOUNT OF \$1,417,780 AND CALLING FOR A PUBLIC HEARING** by making amendments as follows:

Revenue Estimate Adjustments

Fund	Department	Description/Purpose	Account	Amount
Comprehensive Liability		Real property taxes	2190.311010	12,400
Soccer Fields			2211.365050	2,500
Permissive Medical Levy				
		Real Property Taxes	2372.311010	17,138
		Personal Property Taxes	2372.311022	1,232
Sidewalks		Sidewalk Assessments	2600.363030	2,130
Park Improvement SRF		Skate park donations	2700.365002	314,780
Ambulance Services		Ambulance services	5510.343000	1,080,000
TOTAL				\$ 1,417,780

Appropriation Adjustments

Fund	Description/Purpose	Account	Amount	Fund Reserves	Unanticipated Revenues	Unbudgeted Revenues
Comprehensive Liability	Insurance premiums	2190.160.510330.510-512	45,000	X		X
Soccer Fields	Field House	2211.000.411810.940	1,500		X	
PERS	Pension payments	2370.160.510500.145	1,650	X		
Permissive Medical Levy	Health Insurance	2372.160.510331.143	18,500			X
Sidewalks	Downtown sidewalk replacement	2600.000.430240.914	40,000	X		X
Park Improvement SRF	Skate Park	2700.000.460430.915	308,000		X	
SID 178	Transfer to close fund	3950.170.521000.805	56	X		
Railroad Crossing Levy	Interest on debt service	4099.000.490500.620	1,226	X		
Ambulance	Overtime and transfer incentive	5510.142.420730.112-120	130,905		X	
	Bad debt expense	5510.142.420730.811	604,000		X	
TOTAL				\$ 1,105,837		

All interested persons are invited to attend and give their comments. For additional information contact Paige Fetterhoff, Finance Officer, 110 South B Street, Livingston, MT 59047, or by phone at 823-6003. (Publish twice at least 6 days apart and the notice needs also to be posted and copies made available to the public.)

Resolution No. 4813

Amending the budget for Fiscal Year 2017-2018 by making appropriation adjustments in the amount of \$1,105,837 and revenue adjustments in the amount of \$1,417,780.

Backup material for agenda item:

- B. A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO FIX THE TAX LEVY FOR FISCAL YEAR 2018-2019 AND GIVING NOTICE OF A PUBLIC HEARING THEREON.**

RESOLUTION NO. 4814

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO FIX THE TAX LEVY FOR FISCAL YEAR 2017-2018 AND GIVING NOTICE OF A PUBLIC HEARING THEREON.

WHEREAS, pursuant to 7-6-4001 et seq. Montana Code Annotated (MCA), and by Resolution No. 4811 the City Commission approved the Final Budget for the City of Livingston for Fiscal Year 2018-2019; and

WHEREAS, after determining the Final Budget, the City Commission is required to determine the property tax levy needed for each fund by:

- a) adding the total amount of the appropriations and authorized expenditures for the budget year;
- b) adding an additional amount as a reserve to meet expenditures made from the fund during the months of July to November of the next fiscal year;
- c) subtracting the working capital; and
- d) subtracting the total estimated revenue, other than the property tax levy, for the budget year; and

WHEREAS, pursuant to 7-6-4036, MCA, the City of Livingston is required to fix the tax levy by the later of the first Thursday after the first Tuesday in September or within 30 days after receipt of the certified taxable values, at levels that will balance the budget as provided for in 7-6-4034 MCA and in the manner provided by 15-10-201, MCA, i.e. shall make and fix every such levy in mills and tenths and hundredths of mills; and

WHEREAS, the value of the mill for Fiscal Year 2018-2019 is \$12,385.51; and

WHEREAS, the City Commission, pursuant to 7-6-4001 et seq. MCA, shall conduct a public hearing on the proposed tax levy for Fiscal Year 2019 on September 4, 2018, at 6:30 p.m.

NOW, THEREFORE, BE IT RESOLVED, by the City Commission of the City of Livingston, Montana, as follows:

Section One. That it is the intent of the City Commission of the City of Livingston, Montana to fix, levy and assess the general all-purpose mill levy and authorized additional mill levies against all taxable property, both real and personal in the City of Livingston, Montana, for the Fiscal Year beginning July 1, 2018, and ending on June 30, 2019, as follows:

Fund	Title	Mill
Mill levies subject to limit (15-10-420, MCA):		
1000	General	141.12
2190	Comprehensive Insurance	14.50
2370	PERS	5.50
2373	Police Pension	9.25
2374	Fire Pension	6.00
2220	Library	7.00
2371	Aggregate Health Insurance	5.00
Total mills subject to limit:		188.37
Mill levies not subject to mill levy limit (2-18-703(3), MCA):		
2372	Permissive Health Insurance	30.84
Total mills not subject to limit:		30.84
Voter approved mill levies:		
3003	2000 Fire Truck GOB	3.00
3005	2016 Fire Truck GOB	6.50
5510	Ambulance	2.00
Total voter approved mills:		11.50
Total mills:		230.71

Section Two. That it is the intent that the effective date of this Resolution will be July 1, 2018.

Section Three. That it is the intent that the taxes fixed, levied and assessed will be collected by the County of Park, Montana, and the Finance Officer of the City of Livingston shall cause to be certified to the County Treasurer and the County Clerk and Recorder of Park County, Montana, a copy of this Resolution immediately after passage.

Section Four. That it is the intent that the Finance Officer will within a reasonable time forward a complete copy of the final budget together with tax levies to the Department of Commerce.

Section Five. That it is the intent to authorize the City Manager pursuant to 7-6-4031 Montana Code Annotated to transfer appropriations between items within the same fund.

Section Six. That it is the intent, pursuant to 7-6-4006 MCA, appropriations may be adjusted pursuant to procedures authorized by the City Commission for:

- debt service funds for obligations related to debt approved by the governing body;
- trust funds for obligations authorized by trust covenants;
- any fund for federal, state, local or private grants and shared revenue accepted and

Resolution No. 4814

Resolution of Intent to Levy and Assess the Tax Levy for FY 2018-2019

Page 2

- approved by the City Commission;
- d) any fund for special assessments approved by the City Commission;
 - e) the proceeds from the sale of land;
 - f) any fund for gifts or donations; and
 - g) money borrowed during the fiscal year.

Section Seven: That it is the intent pursuant to 7-6-4012 MCA, to have the City Commission authorize adjustment to appropriations funded by fees throughout the budget period which are based upon the cost of providing a service and are fully funded by the related fees for services, fund reserves or non-fee revenue such as interest for:

- a) proprietary fund appropriations; or
- b) other appropriations specifically identified in the final budget resolution as fee-based appropriations.

BE IT FURTHER RESOLVED that the Notice attached hereto as Exhibit A be published as required by law.

PASSED AND ADOPTED by the City Commission of the City of Livingston, this 21st day of August, 2018.

DOREL HOGLUND – Chairperson

ATTEST:

APPROVED AS TO FORM:

LISA HARRELD
Recording Secretary

JAY PORTEEN
City Attorney

NOTICE

A public hearing will be held by the City Commission of Livingston, Montana, on September 4th, 2018, at 6:30 p.m. in the Community Room of the City County Complex, 414 East Callender Street, Livingston, Montana, on **RESOLUTION NO. 4814** entitled **A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO FIX THE TAX LEVY FOR FISCAL YEAR 2018-2019 AND GIVING NOTICE OF A PUBLIC HEARING THEREON**. All interested persons are invited to attend the public hearing, to make comments or make objections to said assessments. For additional information contact the City of Livingston at 414 East Callender Street, Livingston, MT, 59047, or by phone at 823-6001.

(Publish twice at least 6 days apart and the notice needs also to be posted and copies made available to the public).

Backup material for agenda item:

- C. RESOLUTION NO. 4812 - A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, AUTHORIZING THE CITY MANAGER TO SIGN AN EXERCISE OF OPTION TO RENEW LEASE NO. 500,850 WITH MONTANA RAIL LINK, INC.**

RESOLUTION NO. 4812

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA AUTHORIZING THE CITY MANAGER TO SIGN AN EXERCISE OF OPTION TO RENEW LEASE NO. 500,850 WITH MONTANA RAIL LINK, INC.

WHEREAS, Montana Rail Link, Inc. ("MRL") is in the railroad transportation business and leases a track system and various properties from BNSF Railway Company; and

WHEREAS, the City of Livingston and MRL entered into a Definite Term Lease Agreement (the "Lease") for Land on December 15, 1998; and

WHEREAS, by the terms of the Lease, MRL leased to the City certain property located in the City of Livingston, Park County, Montana, which property is more specifically located at or near Mile Post 115+31 15, Survey Station 6103+25, all as more particularly described in the Lease; and

WHEREAS, the initial term of the Lease was from December 15, 1998 to December 14, 2013. The Lease was renewed from December 15, 2013 through December 14, 2018. As a result, the Lease will expire as of December 14, 2018 and must be renewed; and

WHEREAS, the Lease contains an option to renew, which renewal period shall commence on December 15, 2018 and expire on December 14, 2023; and

WHEREAS, MRL has requested the Lease be renewed and the City of Livingston's administration recommends renewal of the lease.

NOW, THEREFORE, BE IT RESOLVED, by the City Commission of the City of Livingston, Montana, as follows:

That the City Manager is hereby authorized to enter into the Exercise of Option to Renew Lease No. 500,850, which document is attached hereto and incorporated herein as Exhibit A.

PASSED AND ADOPTED by the City Commission of the City of Livingston, this _____ day of August, 2018.

DOREL HOGLUND – Chairperson

ATTEST:

APPROVED AS TO FORM:

LISA HARRELD
Recording Secretary

JAY PORTEEN
City Attorney

RESOLUTION NO. 4812 - Exercise of Option to Renew Lease No. 500,850 with MRL

**EXERCISE OF OPTION TO RENEW LEASE NO. ~~506,000~~
02LIVINGSTON**

THIS EXERCISE OF OPTION TO RENEW ("**Renewal Agreement**") is dated as of the 8th day of August, 2018 (the "**Effective Date**") between **MONTANA RAIL LINK, INC.**, a Montana corporation ("**Lessor**"), whose mailing address is PO Box 16624, Missoula, MT 59808-6624 and physical address is 101 International Way, Missoula, MT 59808 and City of Livingston, ("**Lessee**"), whose address is Attn. City Manager, City of Livingston, 414 East Callender Street, Livingston, MT 59047

RECITALS

A. Lessor is in the railroad transportation business and leases a system of rail tracks ("**Lessor's Track(s)**") and various real properties associated therewith from BNSF Railway Company, a Delaware corporation ("**BNSF**"), pursuant to that certain Agreement between Lessor and BNSF dated July 21, 1987 ("**Master Lease**"), including the Premises described below which Lessee desires to further lease from Lessor.

B. Lessee and Lessor entered into a Definite Term Lease Agreement for Land ("**Lease**") on December 15, 1998.

C. By the terms and provisions of the Lease, Lessor leases to Lessee and Lessee leases from Lessor that certain property located at City of Livingston, County of Park, State of Montana, Mile Post 115+3115, Survey Station 6103+25, as more particularly described in the Lease ("**Premises**").

D. The current Term of the Lease for the Premises commenced on December 15, 2013 and will expire on December 14, 2018.

E. The Lease contains an option to renew ("**Option**"). The renewal period shall commence on December 15, 2018 and expire on December 14, 2023.

F. Lessee desires to exercise the Option and Lessor and Lessee desire to extend the Term of the Lease pursuant to the terms set forth below in this Renewal Agreement.

AGREEMENTS

NOW, THEREFORE, in consideration of the mutual covenants, premises, and agreements contained in this Renewal Agreement and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

1. Lessee hereby exercises the Option, and Lessor and Lessee hereby extend the Term of the Lease for a period of five (5) years (the "**Extended Term**") under the same terms and conditions set forth in the Lease except as otherwise provided herein.

2. The Extended Term will commence on December 15, 2018 and shall expire on December 14, 2023.

3. This Renewal Agreement and the Lease are subject and subordinate to the Master Lease. BNSF by its signature below acknowledges Lessee's rights under the Lease, if, prior to the termination of the Lease, or to the expiration of the term of the Lease, the term of the Master Lease expires, the Master Lease is terminated or BNSF reenters and repossesses the Premises after a default by Lessor under the Master Lease. If BNSF succeeds to the rights of Lessor as the "Lessor" under the Lease, Lessee agrees that (i) BNSF shall not be liable or responsible for any breach of or default under the Lease arising prior to the date that BNSF succeeds to the rights of Lessee as the "Lessor" under the Lease; (ii) BNSF shall not be required to cure or correct any breach or default under the Lease arising prior to the date that BNSF succeeds to the rights of Lessor as the "Lessor" under the Lease; and (iii) no breach of or default under the Lease arising prior to the date that BNSF succeeds to the rights of Lessor as the "Lessor" under the Lease shall excuse, delay, release or relieve Lessee from the payment and performance of all of Lessee's duties and obligations under the Lease. The preceding sentence is not intended and shall not be construed to affect any rights or remedies of Lessee against Lessor arising or resulting from a breach of or default under the Lease by Lessor prior to the date that BNSF succeeds to the rights of Lessor as the "Lessor" under this Lease. If BNSF succeeds to the rights of Lessor as the "Lessor" under this Lease, Lessee agrees to recognize BNSF as the "Lessor" under the Lease and timely tender payment and performance of Lessee's duties and obligations under the Lease to BNSF as if BNSF were named as "Lessor" in the Lease.

4. Lessee agrees that Lessor has complied fully and completely with all of Lessor's obligations under the Lease with the result that Lessee is fully obligated to pay, and will pay, the rent and other charges due thereunder in accordance with the terms and provisions set forth in the Lease, and Lessee is fully obligated to perform, and is performing, all of the other obligations of Lessee under the Lease, without the right of counterclaim, offset, or defense.

5. Unless otherwise provided herein, all capitalized and/or defined terms herein shall have the same meaning given to such capitalized and/or defined terms in the Lease.

6. Except as amended hereby, or by other previous amendments signed by the parties, all of the terms and provisions of the Lease are hereby reaffirmed and remain in full force and effect. In the event there is a conflict between the terms and provisions of the Lease and the terms and provisions of this Renewal Agreement, the terms and provisions of this Renewal Agreement shall control.

7. This Renewal Agreement may be executed in multiple counterparts, each of which shall, for all purposes, be deemed an original but which together shall constitute one and the same instrument, and the signature pages from any counterpart may be appended to any other counterpart to assemble fully executed documents, and counterparts of this Renewal Agreement may also be exchanged via electronic facsimile machines and any electronic facsimile of any party's signature shall be deemed to be an original signature for all purposes.

Executed by the parties to be effective as of the Effective Date set forth above.

LESSOR

Montana Rail Link, Inc., a Montana corporation

By: _____
Joe Gentri, Manager Real Estate Administration

LESSEE

City of Livingston

By: _____

Printed Name: _____

Title: _____

BNSF's execution in the space provided below evidences BNSF's consent to this Renewal Agreement. This Renewal Agreement is not valid and shall have no force and effect without BNSF's signature.

BNSF

BNSF Railway Company, a Delaware corporation

By: _____
Name: _____
Title: _____

BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, TX 76131-2828
Attn: _____

Backup material for agenda item:

D.

RESOLUTION NO. 4815

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO DISCONTINUE AND VACATE A PORTION OF THE UNDEVELOPED NORTH D STREET BETWEEN MONTANA STREET AND THE LIVINGSTON DITCH, AND BETWEEN BLOCKS 23 AND 24, ALL LOCATED IN THE ORIGINAL TOWNSITE OF THE CITY OF LIVINGSTON, MONTANA, AND CALLING FOR A PUBLIC HEARING.

WHEREAS, Kathrine and Kelvin Hoover, of 320 East Montana Street, Livingston, Montana have petitioned the City to vacate a portion of the undeveloped North D Street right-of-way located between Montana Street and the Livingston Ditch, and between Blocks 23 and 24, all located in the Original Townsite to the City of Livingston, Montana, on file and of record in the office of the Clerk and Recorder of Park County, Montana; and

WHEREAS, that portion of undeveloped North D Street being proposed for vacation is described as being that portion of the undeveloped North D Street right-of-way east of Lots 13 through 22 on Block 24 and west of Lots 23 through 32 on Block 23, south of East Montana Street and north of the Livingston Ditch all according to the plat of the Original Townsite of the City of Livingston, Montana, on file and of record in the office of the Clerk and Recorder of Park County, Montana, and depicted by Exhibit A (aerial photograph) and B (drawing of Blocks 23 and 24 of the Original Townsite) attached; and

WHEREAS, the owners of all lots located adjacent to the undeveloped North D Street are as follows:

Kathrine and Kelvin Hoover, who own Lots 13-22 of Block 24 Original Townsite; and reside at 320 E. Montana St., Livingston; and

Kathrine Hoover and Anna Jean Miller, who own Lots 23-29 of Block 23 Original Townsite, and reside at 508 N. B. St., Livingston; and

Misty E. Raney, who owns Lots 30-32 and 13-15 of Block 23 Original Townsite, and reside at 515 N. E St., Livingston.

WHEREAS, § 70-16-202 Montana Code Annotated (MCA) provides that the owner of land bounded by a street is presumed to own to the center of the street, unless the contrary can be shown; and

Resolution No. 4815

Intent to vacate a portion of undeveloped D Street between Montana Street and the Livingston Ditch, and between Blocks 23 and 24, all located in the Original Townsite of the City of Livingston, Montana.

WHEREAS, the Development Review Committee for the City has reviewed said petition and has recommended that the vacation be granted as the above-described portion of the undeveloped North D Street right-of-way will never be developed; and

WHEREAS, § 7-14-4115 MCA provides that any discontinuance shall not affect the right of any public utility to continue to maintain its plant and equipment in any such street or alley so discontinued; and

WHEREAS, it appears that the street vacation can be done without detriment to the public interest; and

WHEREAS, § 7-14-4114 MCA requires the City to publish notice of its intent to discontinue said streets and alleys, providing an opportunity to comment on said proposed street vacation.

NOW, THEREFORE, be it resolved by the City Commission of the City of Livingston, Montana, as follows:

That it is the intent of the City Commission to discontinue and vacate that portion of the undeveloped D Street right-of-way east of Lots 13 through 22 on Block 24 and Lots 23 through 32 on Block 23 south of East Montana Street and north of the Livingston Ditch all according to the plat of the Original Townsite of the City of Livingston, Montana, on file and of record in the office of the Clerk and Recorder of Park County, Montana,

BE IT FURTHER RESOLVED, that the Recording Secretary publish notice of the City Commission’s intent to discontinue and vacate said street as set forth in the notice attached hereto as Exhibit C.

Dated this ____ day of August, 2018.

DOREL HOGLUND - Chairperson

ATTEST:

APPROVED AS TO FORM:

LISA HARRELD
Recording Secretary

JAY PORTEEN
City Attorney

Resolution No. 4815
Intent to vacate a portion of undeveloped D Street between Montana Street and the Livingston Ditch, and between Blocks 23 and 24, all located in the Original Townsite of the City of Livingston, Montana.
Page 3

Exhibit C to Resolution No. 4815**NOTICE**

A public hearing will be held by the City Commission of Livingston, Montana, on September 4, 2018 at 6:30 p.m. in the Community Room of the City County Complex, 414 East Callender Street, Livingston, Montana, on **RESOLUTION NO. 4815** entitled **A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LIVINGSTON, MONTANA, OF ITS INTENT TO DISCONTINUE AND VACATE A PORTION OF THE UNDEVELOPED D STREET BETWEEN MONTANA STREET AND THE LIVINGSTON DITCH, AND BETWEEN BLOCKS 23 AND 24, ALL LOCATED IN THE ORIGINAL TOWNSITE OF THE CITY OF LIVINGSTON, MONTANA, AND CALLING FOR A PUBLIC HEARING.**

All interested persons are invited to attend the public hearing, to make comments or make objections to said assessments. For additional information contact the City of Livingston at 414 East Callender Street, Livingston, MT, 59047, or by phone at 823-6007.

(Publish twice at least 6 days apart and the notice needs also to be posted and copies made available to the public and mail notice to Kathrine and Kelvin Hoover and Anna Jean Miller and Misty Raney)

Resolution No. 4815

Intent to vacate a portion of undeveloped D Street between Montana and the Livingston Ditch, and between Blocks 23 and 24, all located in the Original Townsite of the City of Livingston, Montana.

Page 4

Application For Street Vacation

May 11, 2018

Kathrine and Kelvin Hoover
320 E Montana St
Livingston, MT 59047
406 220 2143
kkhoover@aol.com

To Whom It May Concern,

We are requesting the **city vacate N. "D" St between E. Montana St and E. Gallatin St.** The section from E. Gallatin north to the alley has actually already been vacated according to city records so we're actually only requesting the remainder from the alley north to E Montana St.

The hill makes it seemingly impossible to ever utilize a road through this section.

Our long range plan is to work with the city to develop the lots between N. D St and N. E St that we also currently own. Kathrine and Kelvin Hoover have title to lots 13 – 22 of Block 24 of Original Townsite on which our house sits. Kathrine holds title with her Mother, Anna Jean Miller, to lots 16 – 29 of Block 23 of Original Townsite.

With the vacation of N. D St we may be able to build one more house up on the hill and then develop the rest of block 23 utilizing N. E St as the access point.

We are currently working with **Stahly Engineering** for the initial process for land use.

Property Owners Abutting This Section:

1. Kathrine and Kelvin Hoover – Lots 13 – 22 of Block 24 Original Townsite
320 E Montana St, Livingston, MT 59047
2. Kathrine Hoover and Anna Jean Miller – Lots 23 – 29 of Block 23 Original Townsite
Anna Jean Miller – 508 N. B St, Livingston, MT 59047
3. Misty E Raney – Lots 30 – 32 and 13 – 15 of Block 23 Original Townsite
515 N. E St, Livingston, MT 59047

Find Attached:

1. City Map of area with dwellings of abutting property drawn in and those who hold title to these lots.
2. Montana Catastral Map and Topo Map
3. Google Maps showing the area where N D St would be located.
4. Utility consent to abandon this section of N. D St



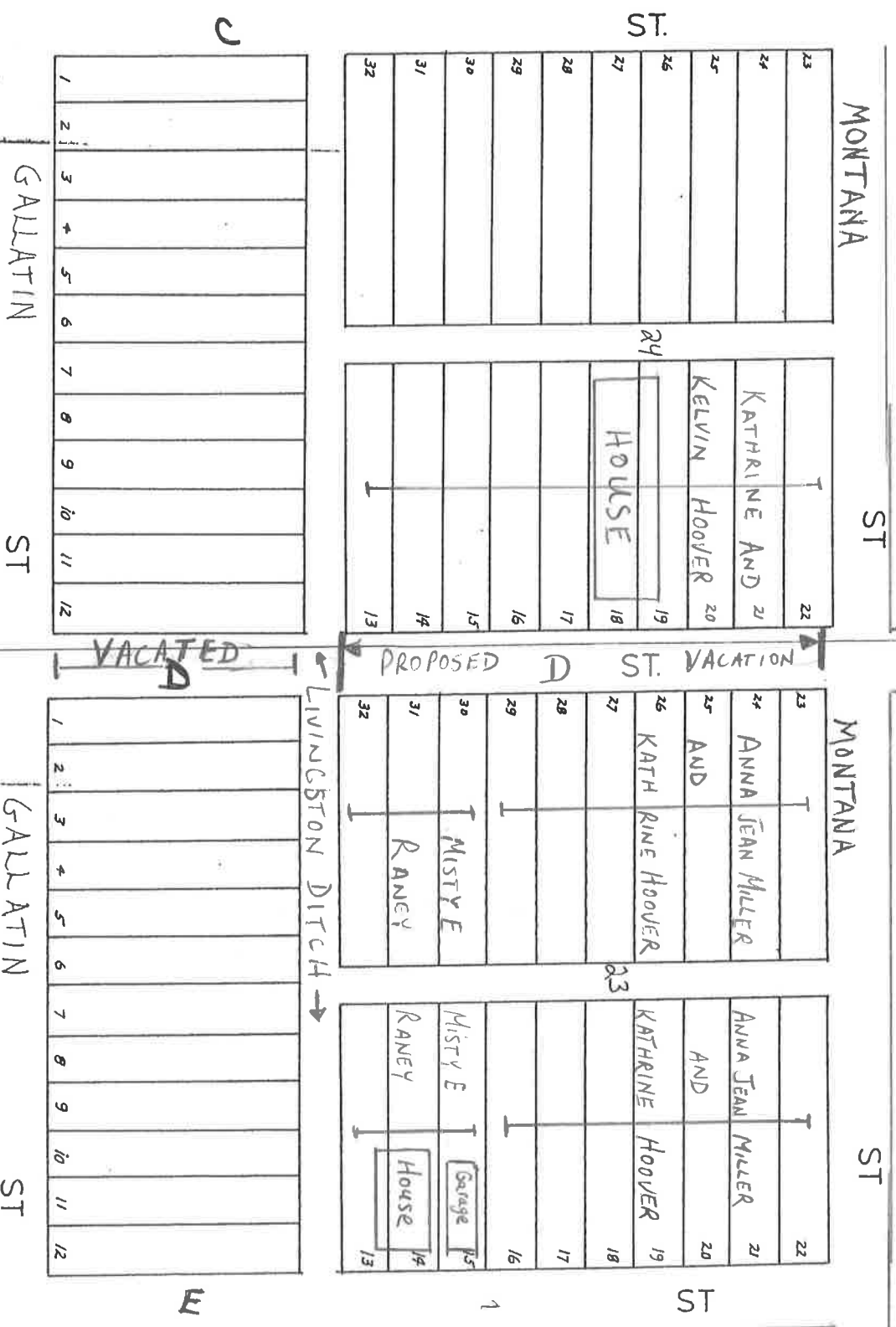
Imagery ©2018 Google, Map data ©2018 Google 100 ft

Our house on E. Montana + N D St.

Exhibit B

BLOCK 24
ORIGINAL TOWNSITE

BLOCK 23
ORIGINAL TOWNSITE



Michael Kardoes
City Manager
citymanager@livingstonmontana.org
(406) 823-6000 Phone



Chair
Dorel Hoglund
Vice Chair
Quentin Schwarz
Commissioners
Mel Friedman
Sarah Sandberg
Warren Mabie

June 1, 2018

MEMORANDUM

TO: City Manager

FROM: Development Review Committee

SUBJECT: Street Vacation; 500 Block North D Street

Mr. Kardoes,

At their meeting on May 29, 2018 the DRC reviewed the request by Mr. Hoover, to vacate the portion of D Street south of Montana Street to the "T" alley. D Street has already been vacated from the "T" alley south to Gallatin Street. The street has never been developed in this location due to the steep slope and the need for a ditch crossing.

The DRC recommends approval of this street vacation.



Our house at Montana + D St.



Image capture: Aug 2012 © 2018 Google

Livingston, Montana

Google, Inc.

Street View - Aug 2012



This is on N. E St looking West toward N. D St showing the hill beginning to drop off.



Image capture: Aug 2012 © 2018 Google

Livingston, Montana

Google, Inc.

Street View - Aug 2012



This is E. Gallatin approximately where "D" st is currently vacated looking North up the hill with a little view of our house

Tip of our house at Montana + D St.



Image capture: Aug 2012 © 2018 Google

Livingston, Montana

Google, Inc.

Street View - Aug 2012



This shows corner of C St + E. Gallatin looking North up the hill.

320 E. Montana St



Image capture: Aug 2012 © 2018 Google

Livingston, Montana



Street View - Aug 2012



Corner of N. D St + E. Montana looking South where D St would go over the hill.



Kelvin Hoover
320 E. Montana Street
Livingston, MT 59047

May 1, 2018

RE: Vacation of N. D St., section between E. Montana St. to E. Gallatin St.

Dear Kelvin,

NorthWestern Energy does not currently have any electrical or gas facilities in the section of N. D St. between E. Montana St. and E. Gallatin St. For this reason, NorthWestern Energy is not opposed to the vacation of this section of N. D St. Please note, that if any future customers would like electrical or gas service in this area of N. D St., easements would need to be provided at that time.

Please let me know if you have any questions or require any further information.

Sincerely,

Matt Fettig, P.E.
Livingston District Manager

224 S. B Street
Livingston, MT 59047

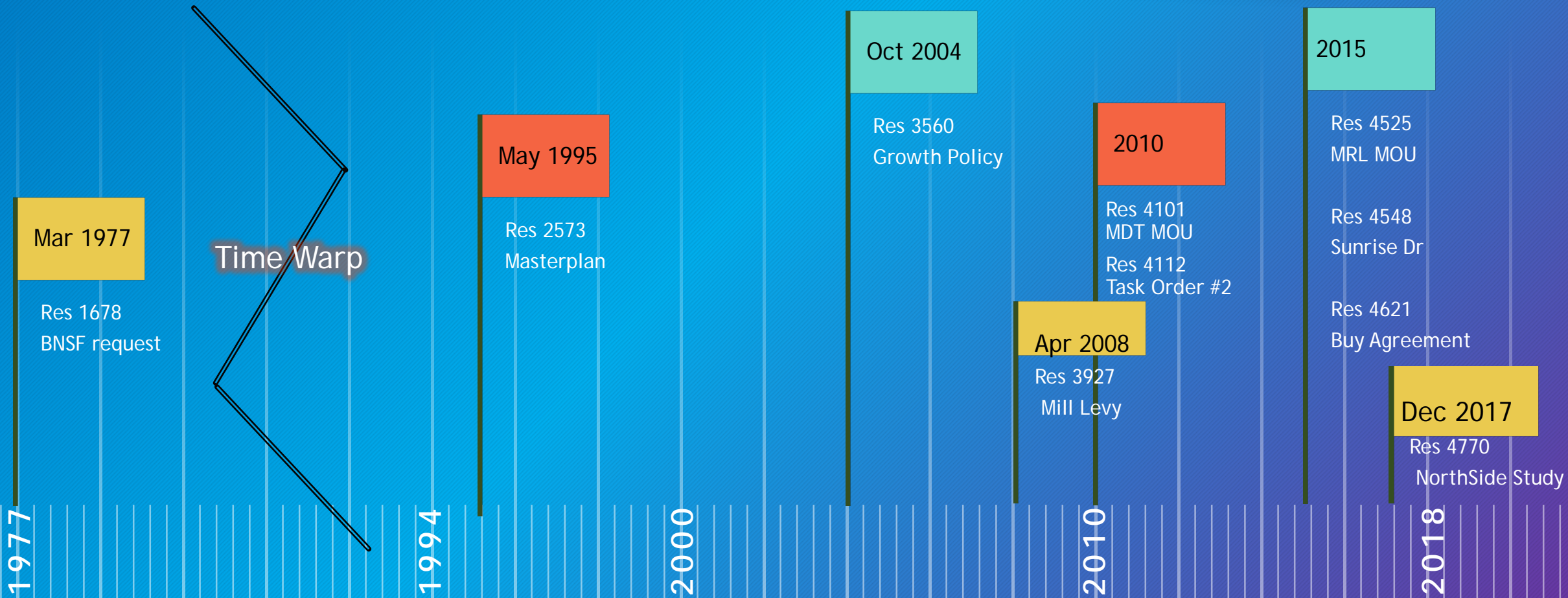
Backup material for agenda item:

- A. Discuss history of separated grade crossing and discuss/approve/deny Northside Transportation Plan**



AL
BURLITZ
©BLITZ INK

A Brief History of the Separated Grade Crossing



Railroad Separated Grade Crossing Funds Expended to Date

	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
<u>Expenditures</u>				
Legal Advertisements			\$169.80	\$169.80
TD&H			\$399.00	\$399.00
Lobbying			\$2330.59	\$2330.59
Appraisal			\$3000.00	\$3000.00
Alternative Access Feasibility			\$4087.50	\$4087.50
City Utility Relocations			\$9591.12	\$9591.12
MRL MOU			\$11,163.00	\$11,163.00
MDT - Environmental Oversight		\$14,628.44		\$14,628.44
Alternate Sunrise Dr			\$15,104.69	\$15,104.69
RR Utility Relocations			\$22,101.13	\$22,101.13
Overpass/Underpass Concept Analysis			\$35,862.27	\$35,862.27
TIGER Grant Applications			\$38,769.75	\$38,769.75
Transfer to MDT			\$97,649.02	\$97,649.02
Environmental Documents			\$178,587.49	\$178,587.49
MDT - PE Oversight & IDC	\$186,829.86			\$186,829.86
ROW Purchase			\$249,772.42	\$249,772.42
Design	\$729,970.14			\$729,970.14

Total Expenditures to Date: \$1,600,016.82

Where do we go from here?

NORTHSIDE TRANSPORTATION PLAN
LIVINGSTON, MONTANA

DRAFT

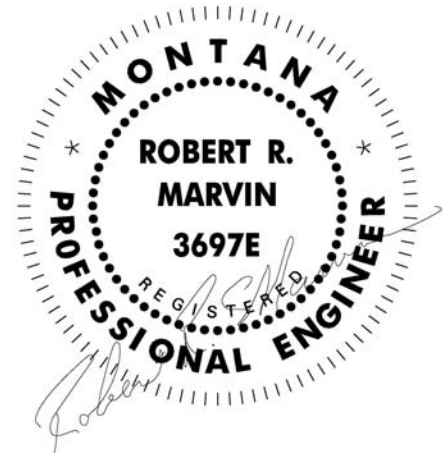
Prepared for

CITY OF LIVINGSTON

Prepared by



MARVIN & ASSOCIATES
1300 North Transtech Way
Billings, MT 59102



August 14, 2018
P.T.O.E. # 259

INTRODUCTION

This report summarizes a Transportation Plan Study for an area of Livingston known as the “Northside”. The study was commissioned by the City of Livingston because the Northside area has seen the largest share of development in Livingston during the past 20 years and various proposals for future land development in that area are rapidly advancing. In addition to anticipated growth within the Northside area, the existing transportation infrastructure is already being challenged by lack of connectivity to other areas of Livingston and major transportation links. The purpose of this study was to develop concepts that would improve connectivity while creating a planned street system structure to guide future development proposals.

In 2017, Marvin & Associates prepared an update for the year 2000 City of Livingston Transportation Study. A number of street and intersection traffic counts from the updated study were used in the completion of this study. Analysis of the Northside Livingston area’s growth potential was not included in the 2017 Transportation Study Update, but was deferred to a planning oriented study focused on future street locations and connectivity. One project addressed in the original year 2000 Transportation study was a railroad underpass at the connecting Front Street and Star Road to US Highway 10. That project entered preliminary stages of design in 2007, but was later shelved due to high costs and limited funding potential. Traffic projections for the Star Road underpass did not exhibit marked benefits in 2007 because of slow growth in the Northside area. The most recent proposals by the City of Livingston, includes a new east-west arterial roadway extending Front Street to the west, paralleling the railroad tracks to a point northeast of the US Highway 10/Interstate 90 Interchange. The new arterial would then cross under the railroad connecting Front Street to US Highway 10. The new east-west arterial roadway represents the primary link associated with the future Northside Livingston street system, which would serve all developable lands north of the railroad.

This report presents existing traffic and demographic data along with operational conditions pertinent to the study area. Potential future development within the area is evaluated and an analysis of full development trip generation is used to develop future traffic projections. Traffic models were developed for initial and future developments along with new street system links based on travel time calculations. Future street system links within the study area were conceived and classifications developed to create a system structure that would serve both access and mobility. Recommendation for alternative bicycle facilities were also determined to parallel primary travel paths while reducing conflicts with motorized vehicle modes. Specific street and intersection improvement geometry and controls were developed based on safety and efficiency and are presented herein. Phasing of improvements and implementation recommendations are presented.

This study differs from the Livingston Transportation Study Update study in both scope and study area boundaries. Thus, this study focuses on specific intersections and street corridors that would be directly impacted by planned growth in the Northside Livingston area. Since the potential for growth in the area is of a large magnitude, planned improvements not only need to address impacts on existing facilities, but an organized structure of streets and intersections needs to be created as a part of future development plans.

Figure 1 on the following page illustrates the approximate area included in the Northside Livingston transportation study. The study area was determined in the original project scoping and modified as additional information regarding planned developments were discovered.

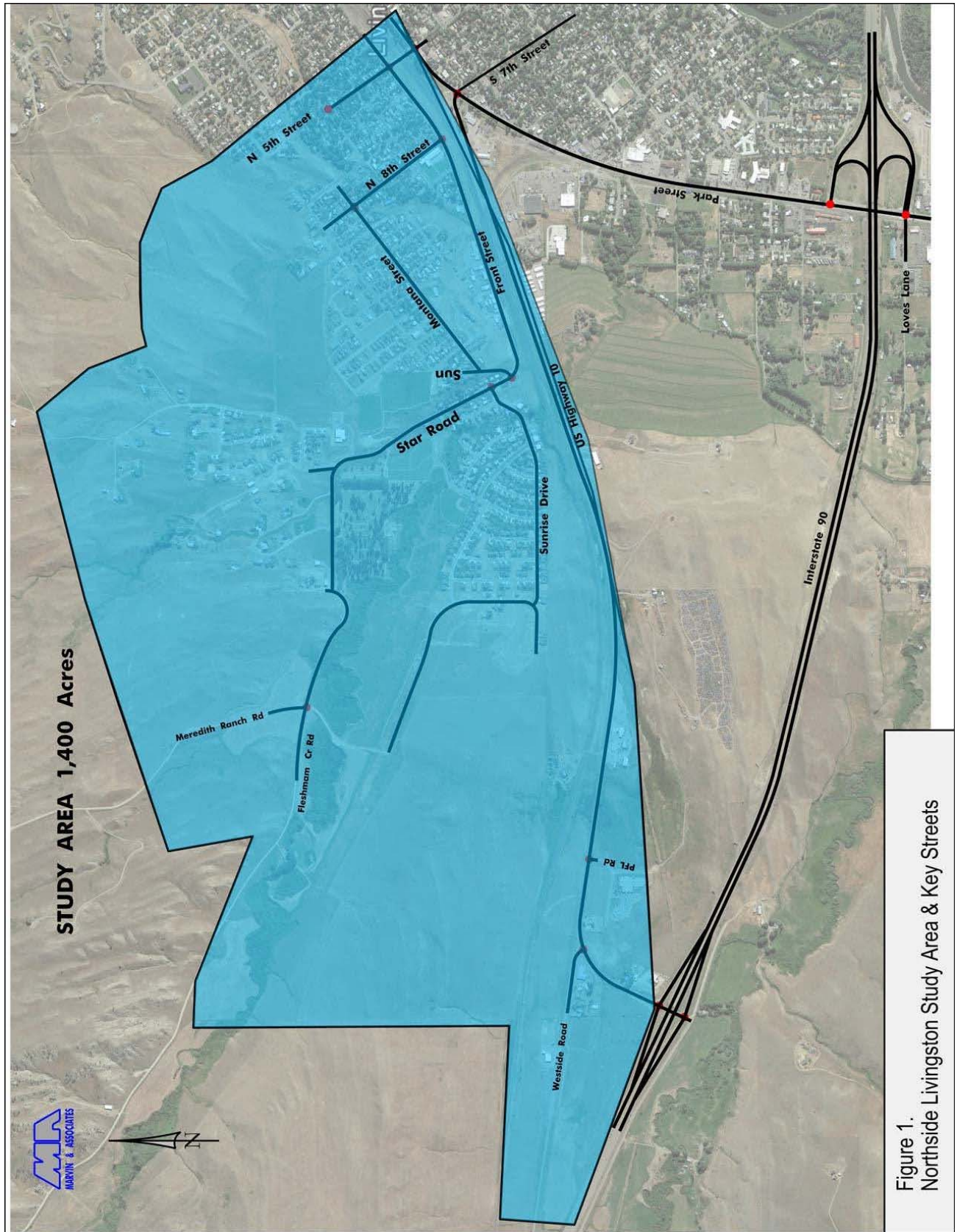


Figure 1. Northside Livingston Study Area & Key Streets

EXISTING STREET SYSTEM

2017 Traffic Counts

TD&H Engineering provided Mio-vision camera files for an additional 7 intersections as a part of this study. Appendix A of this report contains the count details along with 8 pertinent intersections that were counted for the 2017 Transportation Study Update. In addition to the intersection counts, electronic 24 hour counts were taken during a seven-day period at four key locations. Appendix B contains hourly and daily traffic variations data for the electronic counts.

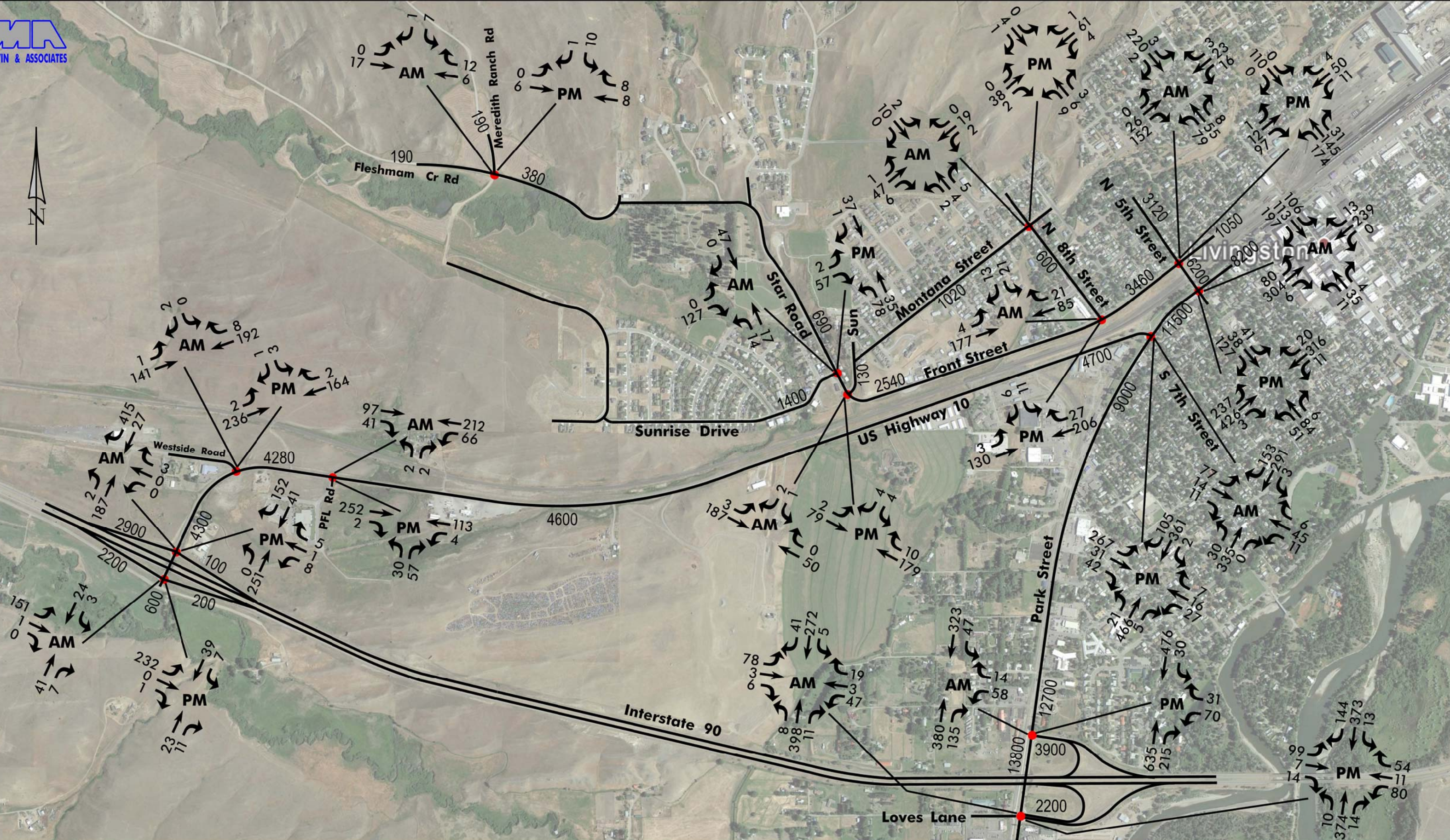
Front Street East of Sunrise Drive

Front Street West of N 5th Street

N 5th Street North of Front Street

I90 Business Route (US HWY 10) West of PFL Road

Count summaries indicate that on both Front Street and 5th Street the peak hour of the day is between 4:30 and 5:30 pm with an average of approximately 9.5% of average weekday traffic (AWT). On US HWY 10 the peak hour traffic occurs between 5:00 and 6:00 pm with approximately 10.7% of AWT. The peak day of the week on Front Street is on Thursday with approximately 109% of AWT. On 5th Street the highest volume day is Friday with approximately 105% of AWT. The highest traffic day on US HWY 10 is also on a Friday with 111% of AWT. Weekend traffic volume is appreciably less than weekday traffic, which averages between 65% and 75% of AWT. Figure 2 provides a summary of traffic counts at key intersections and AWT traffic on key street links used for analysis within this study.



Peak Hour Turning Movement Volumes (Typical)



4600
Average Weekday Traffic (Typical)

Figure 2.
Key Intersection & Street
Traffic Volumes 2018

Vehicles speed and vehicle classification data was recorded at the electronic counter locations and speed statistics are contained in Appendix C of this report. It was determined that the 85th percentile vehicles speed on Front Street and on 5th Street ranged between 23 mph and 30 mph. On US HWY 10, west of PFL Road the 85th percentile speed was found to be approximately 52 mph. Field observations indicated that the 85th percentile speeds on all study streets were within a reasonable range of existing speed zones.

Classification summaries at the count stations indicate that on Front Street and N 5th Street the percentage of heavy truck traffic is approximately 3% on the average weekday. On US HWY 10 the percentage of heavy vehicles is approximately 4% during the average weekday. However, during high wind events on I-90 heavy truck traffic can be substantially higher.

Capacity Calculations

Peak pm hour existing capacity calculations were completed for the intersections shown in Figure 2 using the *HCS7* software package (see Appendix D). The calculation results indicate that all approach movements for all the intersections currently operate at or above a LOS “C”, with the exception of the westbound leg of the Park Street & I-90 Westbound Ramp intersection and the Front Street and 5th Street intersection. For this study, capacity calculations are primarily used to determine intersection delay associated with alternative travel paths used in the traffic models. Additional information on delay and travel times is contained in following sections of the report.

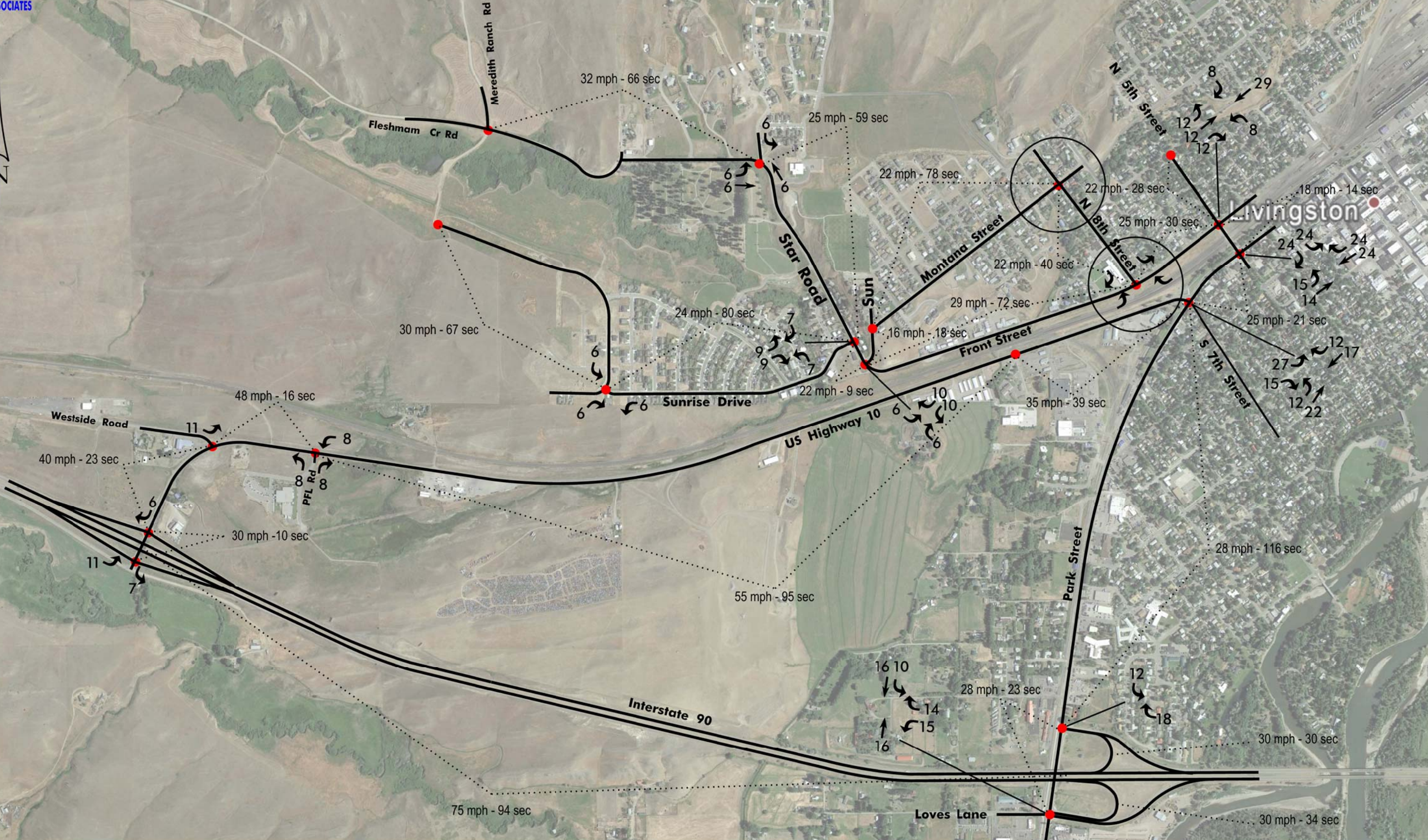
Crash Statistics

MDT Traffic Safety Section provided crash statistics for all Urban System Routes in Livingston for a five-year period between 2008 and 2013 as part of the 2017 Livingston Transportation Study Update. The only intersections flagged as having potential safety issues in that study are Park Street intersections with 5th Street, US HWY 10, and the I-90 Interchange. The intersection of Front Street and N 5th Street was also identified as having a total of 9 crashes in a five year reporting period.

TRAFFIC MODELING

Travel Time on Existing Street System

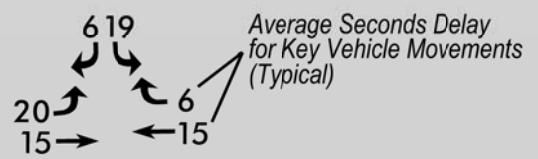
There are numerous methods used to predict traffic volumes on streets and at intersections. The year 2000 Livingston Transportation Study utilized a QRS II computer model which was based on traffic zone demographics and the hierarchy of streets within Livingston, which utilized speeds to assign traffic. Since that time, more sophisticated models have been developed and the QRS II program has been largely abandoned. With increased sophistication, the newer computer models have become more expensive, especially in terms of data requirements and model input time requirements. Since the Northside Livingston study area is within a concentrated area of town with a single point access (N5th Street and Front Street), the limited number of travel paths reduces the complexity involved in traffic assignment and it was determined that a custom model would produce relatively accurate results. Therefore, for this study a spreadsheet model was developed that uses a route-link algorithm where the study area is divided into sectors based on least travel time routing to various external origin-destination zones and trips generated within each area sector are routed onto street links based on travel times. The first data input required for this model is travel times on the existing street system. Figure 3 presents travel times on street system links (based on speed) and intersection delay (based on capacity calculations). Additional calculations are made to determine travel time and delay for new street links and the travel time comparison are made to determine least time routing for each development area sector (see Appendix E).



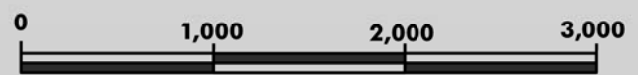
KEY:

Mean Link Speed | Link Travel Time in Seconds
30 mph - 45 sec

Intersection Control Delay



Average Seconds Delay for Key Vehicle Movements (Typical)



Scale in Feet

Figure 3.
Existing Street Link Travel Time
Based on Speed & Control Delay

Future Area Development

The City of Livingston provided information regarding potential developments in the area that have been proposed or discussed. Figure 4 illustrates the development areas along with a description of the development land use and potential number of residences and businesses being proposed. Area A would contain a mix of residential and commercial businesses centered around the PFL Road intersection with HWY US 10. The majority of residents and commercial business would be within a parcel of land south of US HWY 10 surrounding the existing PFL building complex. Area B would be a 215-acre parcel with approximate 960 single family housing lots. This parcel is located north of the railroad tracks extending north to the Fleshman Creek drainage. A 150-acre parcel designated as Area C would be north of Fleshman Creek and would contain approximately 615 homes. Area D, commonly known as North Town is a 135-acre parcel that would have the potential for development of approximately 550 homes. Sunrise Subdivision is an existing development located in the northwest corner of the Star Road and Sunrise Drive intersection. Currently there are 256 occupied dwelling units with an additional 76 lots that are not currently occupied.

The total number of dwelling units that could be added within the study area is approximately 2,240. If each unit were to house approximately 2.5 persons, this would represent a population increase of approximately 5,600. The population of Livingston in the year 2017 was estimated to be approximately 7,530 and in the year 2000 the census estimate was approximately 7,090, which represents a growth of 6% over a 17-year period. If that growth rate was to continue for the next 20 years, the population would only increase by approximately 600 residents. Thus, full occupancy of the study area in 20 years would be unlikely unless a rapid increase in the annual growth rate occurs. In any case, planning the street system for ultimate growth and implementing it in a structured and purposeful manner would ensure safe and efficient future operations.

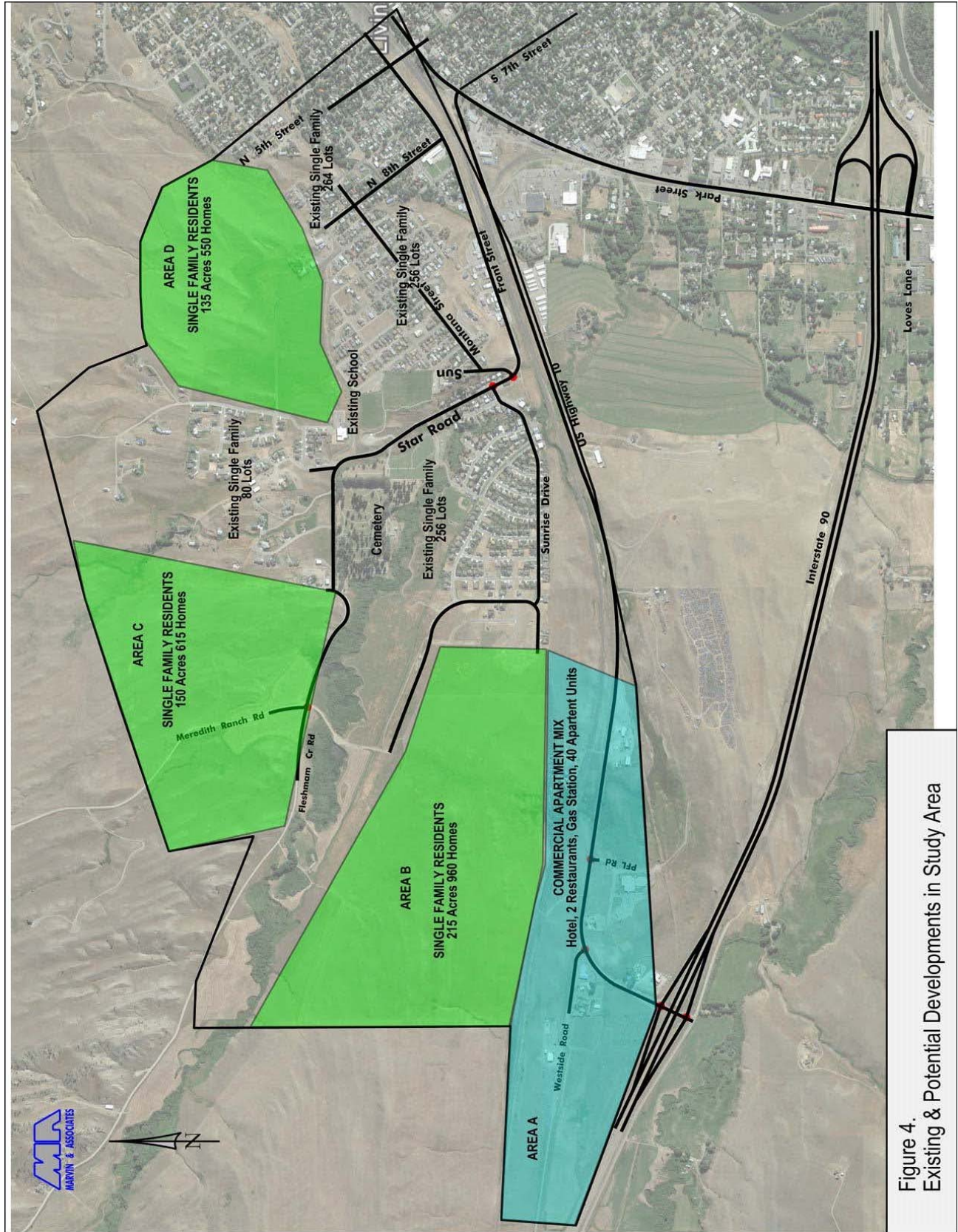


Figure 4. Existing & Potential Developments in Study Area

Study Area Trip Generation

Table 1 is a trip generation summary for the study area’s anticipated development. Trip generation rates from ITE’s Trip Generation Report, 10th Edition were evaluated to determine the land use rates that would be most representative of the proposed development land uses. Within Table 1, trip generation rates and resulting trip projections for the average weekday and the am and pm peak hours for each area of development are noted along with the total for full development of the subdivision. The gross number of average weekday trips (AWT) would be 25,020 for full development. The pm peak hour period would be the highest peak hour of the day with a maximum of 2,282 trips (1,406 entering and 876 exiting the site). At this hour of the day, traffic on the area street system is also at its average daily peak.

Table 1. Northside Livingston Future Trip Generation Potential

	No. of Units	Rate Units	Average Weekday		Peak AM Hour				Peak PM Hour				
			Rate	Total Trips	Rate	Total Trips	Enter	Exit	Rate	Total Trips	Enter	Exit	
Area A													
Code 310 Hotel	110	Rooms	1	1091	2	74	43	31	3	77	38	39	
Code 932 High Turnover Restaurant	10	1,000 S.F.	4	1272	5	108	59	49	6	99	59	40	
Code 853 C-Store with Gasoline	3	1,000 S.F.	7	2537	8	123	62	61	9	153	77	76	
Code 220 Apartments	40	Dwellings	10	266	11	23	5	18	12	40	26	14	
Area A Totals =				5166		328	169	159		369	200	169	
Area B													
Code 210 Single Family Houses	960	Dwellings	13	8413	14	682	171	511	15	805	507	298	
Area C													
Code 210 Single Family Houses	615	Dwellings	13	5585	14	440	110	330	15	539	340	199	
Area D													
Code 210 Single Family Houses	550	Dwellings	13	5040	14	395	99	296	15	487	307	180	
Sunrise Drive Remaining Lots													
Code 210 Single Family Houses	76	Dwellings	13	816	14	63	16	47	15	82	52	30	
Potential Future Development Totals =				25020	56	1908	565	1343	60	2282	1406	876	

- 1 - $T = 9.92(X)$
- 4 - $T = 127.15(X)$
- 7 - $T = 845.6(X)$
- 10 - $T = 6.65(X)$
- 13 - $\ln(T) = 0.92 \ln(X) + 2.72$

- 2 - $T = 0.67(X)$ (58% enter)
- 5 - $T = 10.81(X)$ (55% enter)
- 8 - $T = 40.92(X)$ (50% enter)
- 11 - $T = 0.49(X) + 3.73$ (20% enter)
- 14 - $T = 0.70(X) + 9.74$ (25% enter)

- 3 - $T = 0.70(X)$ (49% enter)
- 6 - $T = 9.85(X)$ (60% enter)
- 9 - $T = 50.92(X)$ (50% enter)
- 12 - $T = 0.55(X) + 17.65$ (65% enter)
- 15 - $\ln(T) = 0.90 \ln(X) + 0.51$ (63% enter)

Land use developments typically produce multi-modal trips that include pedestrian, bicycle, and transit trips, in addition to other vehicular trips. When evaluating vehicular impacts, these non-vehicular and transit-related types of trips can often be considered negligible in terms of their potential impacts on site access points. The study area is large and there is the possibility that schools, parks, and neighborhood commercial could be

incorporated in the future. Thus, bicycle and pedestrian trip modes would be probable. For this study it was assumed that approximately 5% of the trip would be bicycle and pedestrian trips.

Trip generation potential can be further refined by determining the number of “new” external trips that would appear, as vehicular traffic, at development access points. It is common for developments containing multiple land uses and/or complementary facilities to have trip origins and destinations within the development site boundaries. These trips are part of the total trip generation number, but do not have origins or destinations external to the development site, and as such, do not have an impact on the traffic network external to the development. These types of trips are known as “Internal Capture Trips” (ICT). Because there would be a mix of residential developments and also employees at internal businesses there is a definite possibility that ICT trips could occur. For this study it was assumed that between 2% and 5% of trips would be ICT related.

Once the number of external vehicle trips is determined, they can be further categorized as primary purpose, diverted link, or passerby purpose trips. Primary purpose trips are trips for which the development is a primary destination from any particular origin. Diverted link trips are trips made to a development as a secondary destination that must be diverted from a path between the origin and primary destination. Passerby trips are also trips made to a development as a secondary destination, but without a diversion from the primary trip path (i.e., a stop on the way home from work). Passerby trips do not represent “new” trips added to the adjacent street system. Thus, site generated passerby trips must be considered as new external trips (movements) at the site approach or approaches, but do not appear as new trips on the adjacent street system. For this development, the only passerby trips would be associated with Area A with commercial land uses. Approximately 50% of those trips would be passerby trips.

Table 2 presents a summary of trip mode and classification calculations that result in the projected number of vehicular trips external to the study area. There would be

. 20,039 external trips on the average weekday, with 1,688 trips in the am peak hour and 1,881 trips in the peak pm hour.

Table 2. Trip Mode & Classification Summary

Time Period	Total Trips	Ped/Bike Trips	Net Veh. Trips	ICT Trips	Net Ext. Trips	Passerby Trips	Net New Trips
AREA A							
Average Weekday	5166	155	5011	1033	3978	1989	1989
Peak AM Hour	328	10	318	66	252	126	126
Peak PM Hour	369	11	358	74	284	142	142
AREA B							
Average Weekday	8413	421	7992	421	7571	0	7571
Peak AM Hour	682	34	648	34	614	0	614
Peak PM Hour	805	40	765	40	725	0	725
AREA C							
Average Weekday	5585	279	5306	223	5083	0	5083
Peak AM Hour	440	22	418	18	400	0	400
Peak PM Hour	539	27	512	22	490	0	490
AREA D							
Average Weekday	5040	252	4788	151	4637	0	4637
Peak AM Hour	395	20	375	12	363	0	363
Peak PM Hour	487	24	463	15	448	0	448
SUNRISE LOTS							
Average Weekday	816	41	775	16	759	0	759
Peak AM Hour	63	3	60	1	59	0	59
Peak PM Hour	82	4	78	2	76	0	76

Total Subdivision	Total Trips	Ped/Bike Trips	Net Veh. Trips	ICT Trips	Net Ext. Trips	Passerby Trips	Net New Trips
Average Weekday	25020	1148	23872	1844	22028	1989	20039
Peak AM Hour	1908	89	1819	131	1688	126	1562
Peak PM Hour	2282	106	2176	153	2023	142	1881

Trip Type Summary AM & PM Hours

	Peak AM Hour			Peak PM Hour 4:30-5:30		
	Enter	Exit	Total	Enter	Exit	Total
New External Trips	426	1136	1562	1173	708	1881
Passerby Trips	66	60	126	68	74	142
Access Vehicles	492	1196	1688	1241	782	2023

Distribution of Trips to External Origin-Destination Zones

Trip attractions to and from the study area can be determined in a number of different ways. In this case, the study area has a single access point at the intersection of N 5th Street and Front Street and existing directional traffic flows can be used to replicate origins and destinations. Disaggregation of existing am and pm hour traffic counts at key intersections (see Figure 2) provides directional components at each intersection that can be compounded from one intersection to the next which when compounded, provides a percentage distribution to each external zone.

Figure 5 presents the results of the distribution analysis completed for the study area utilizing the above stated methodology. There were a total of seven external zones identified and Figure 5 illustrates the relative attraction between the study area and each external zone in terms of percentages. Three of the zones represent trips attracted to and from the downtown area and eastern portions of Livingston via Front Street, Park Street, and S 5th Street. In total, 51% of the trips have an origin or destination in downtown and eastern portions of Livingston.

Approximately 31% of the trips have an attraction to commercial and recreational land uses in Livingston south of Interstate 90 on Park Street and south of Livingston on US HWY 89. Approximately 2% of the trips are attracted to commercial land uses along US HWY 10 and to attractions accessible by Interstate 90 east of Livingston.

Interstate 90 west of Livingston has the largest trip attraction for remote external areas with 15% of trips to and from the Bozeman/Belgrade area. This somewhat tends to illustrate the function of Livingston as a quasi-bedroom community. Higher housing costs in Bozeman creates a situation where the 20 to 30-minute commute from Livingston is worth the difference in cost.

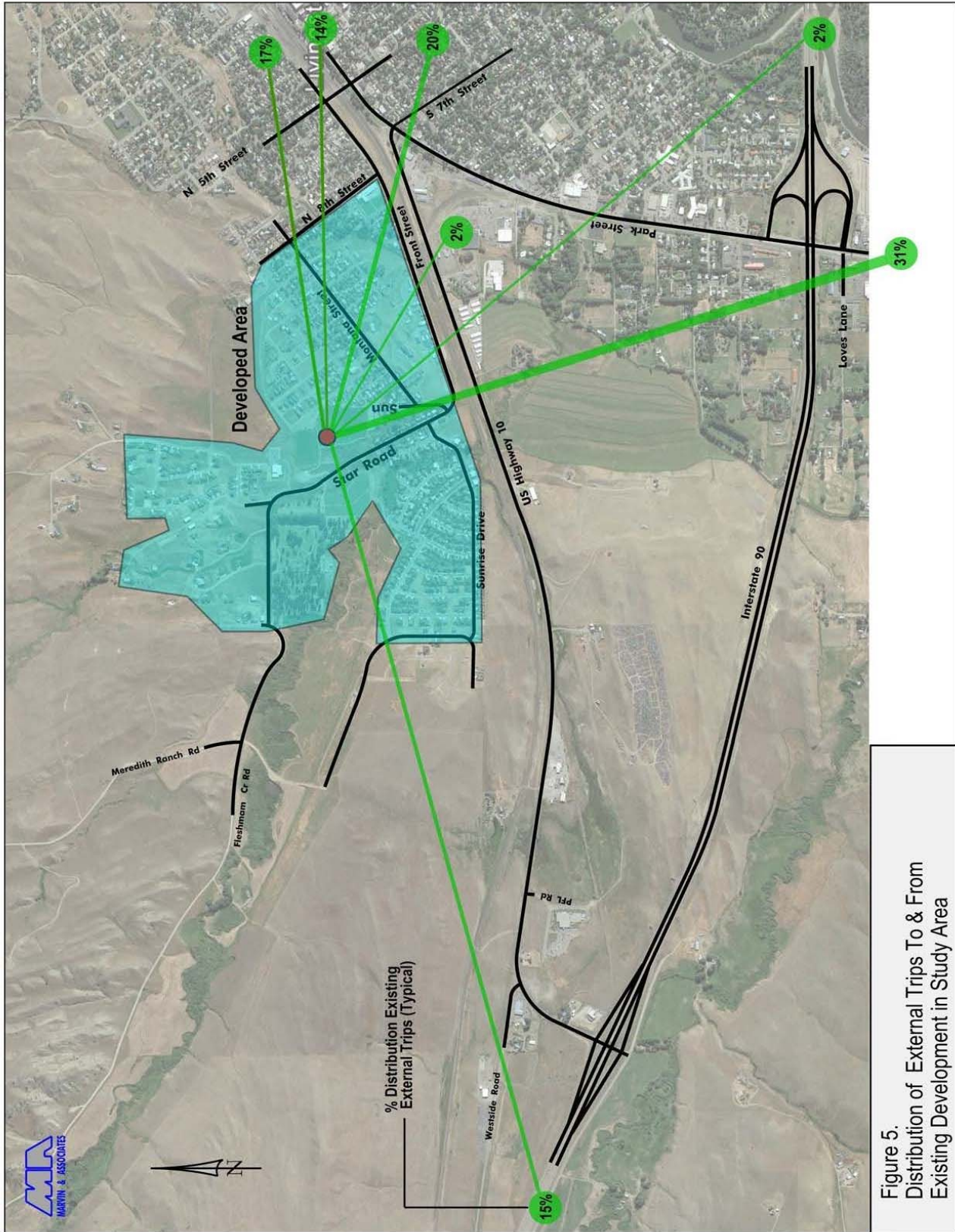


Figure 5. Distribution of External Trips To & From Existing Development in Study Area

Initial Improvement Phase Traffic Projections

It is assumed that the initial phase of system improvements would entail construction of a new east-west arterial street north of the railroad tracks and an at-grade railroad crossing near the US HWY 10 interchange with Interstate 90. The arterial connection road would intersect US HWY 10 at the closest point possible to the interchange. Sight distance measurements indicate that the closest point would be very near the intersection with PFL Road. In order to minimize operational concerns, the new arterial road would need to align directly with PFL Road creating a four legged intersection.

A traffic model for initial operations was completed using all of the aforementioned inputs. Appendix F contains model spread sheets for am and pm hour traffic projections on area street links. Figure 6 presents the proposed alignment of the new east-west arterial roadway along with peak am and pm hour traffic projections at five key intersections and AWT volumes on pertinent street system links. It should be noted that the projection matrix contained in Appendix does not exactly match traffic volumes shown in Figure 6 since the spreadsheet separates volume entering and exiting the study area and on some links directional volumes are reversed, depending on the link location. Additional manipulations of spreadsheet volumes were made by rounding and adjusting volumes to provide balanced flow, where necessary.

Initial model conditions assumed that the additional 76 vacant lots in Sunrise subdivision would be occupied and minor development or in-fill of exiting lots would occur prior to completion of the east-west arterial roadway. Volumes shown in Figure 6 indicate that construction of the east-west arterial and railroad crossing would attract approximately 3,500 vehicles on the average weekday. Comparing the AWT in Figure 6 to those in Figure 2, it can be seen that initial conditions would add approximately 2,000 to the total traffic entering and exiting the study area, yet AWT entering key intersections on N 5th Street would be very near equal to existing conditions.

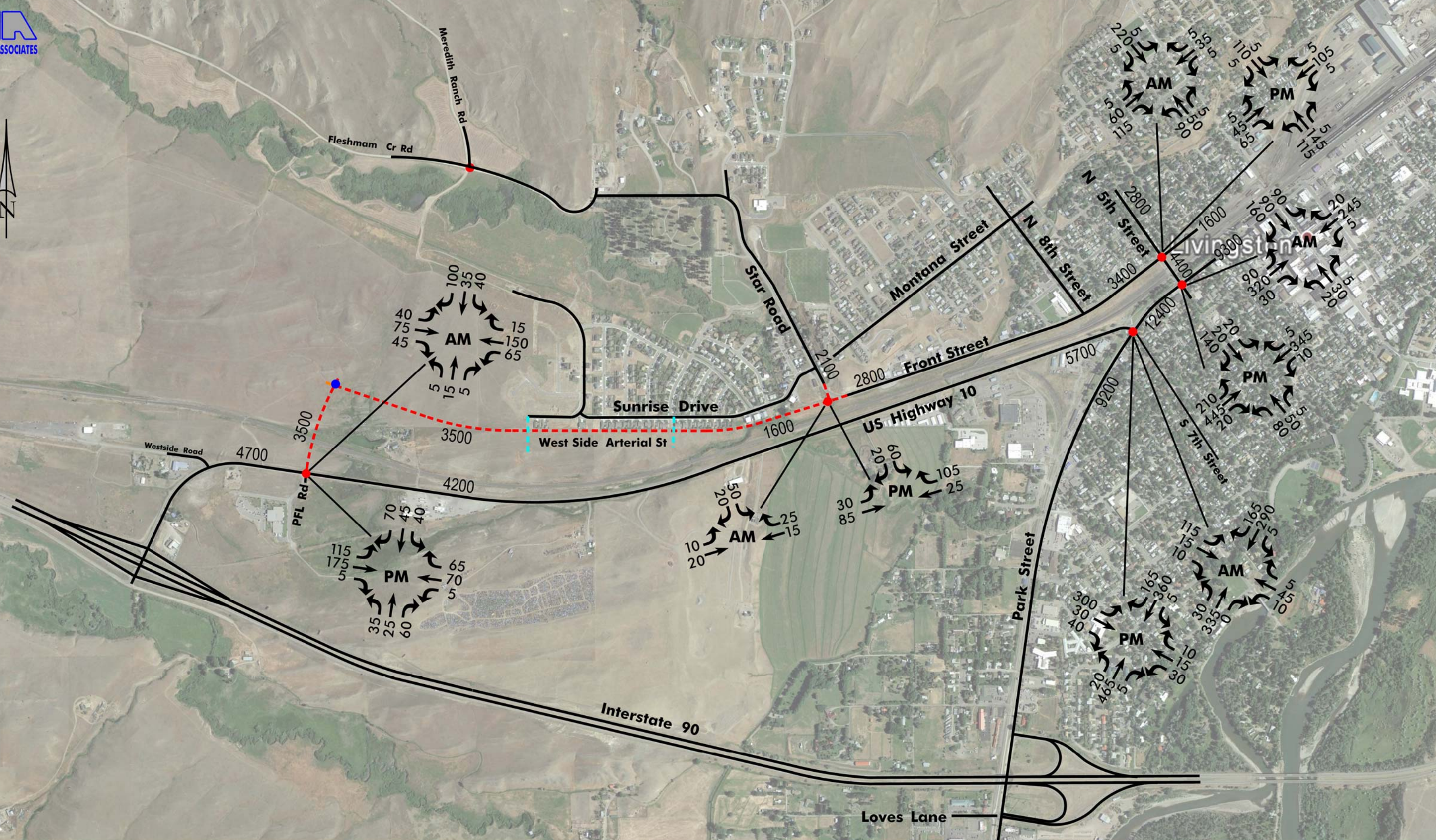


Figure 6. Initial Traffic Projections at Key Intersections & Streets - Construction of Westside Arterial & At-grade RXR Crossing

FUTURE AREA STREET SYSTEM

Developments of the magnitude envisioned within the study area will require an organized system of arterial and collector street upon which to build a logical system of safe and efficient streets. With no definitive development proposal on official record at the present time, standard planning criteria should be used to develop a concept system. Typically, arterial streets should be spaced at approximately one mile intervals in urban areas and collector streets at half-mile intervals. The street system should attempt to maintain a grid system as close as possible aligned in true north orientation to simplify directional orientations.

Figure 7 presents the recommended future street system hierarchy and location concepts. Two north-south arterial roadways should be designated. Star Road exists as a logical candidate for arterial status because of its location and the fact that there is very little direct access to adjacent properties. On the western side of the study area, the City of Livingston already owns right-of-way for a roadway, portions of which could be used for future development of a north-south arterial street. An extension of Meredith Ranch Road south to the new east-west arterial street would provide a connection to the Star Road alignment, which would create an arterial loop road within the entire study area. The locations of collector street intersections to the arterial street should be placed equidistant from intersecting arterial streets. To avoid a relatively sharp curve in the new West Side Arterial street, its alignment should intersect the proposed north-south arterial aka “Underpass Road” at right angles on the north side of the railroad a sufficient distance north to maintain sight distance and to accommodate future intersection operations.

In addition to arterial roadways the collector street system would include a new outlet street for the North Town development to allow access to the Star Road arterial shown in Figure 7. This collector would minimize impacts on existing local streets front a development that could generate in excess of 4,000 AWT.

LEGEND



- Existing Arterial
- Existing Local Street
- Proposed Arterial
- Proposed Collector
- Proposed Local Connect
- Alternative Connection
- Proposed Bike/Ped Path

Study Area Boundary

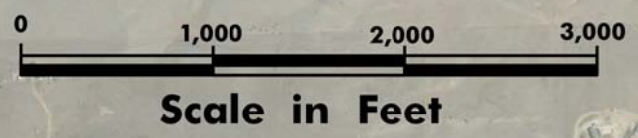
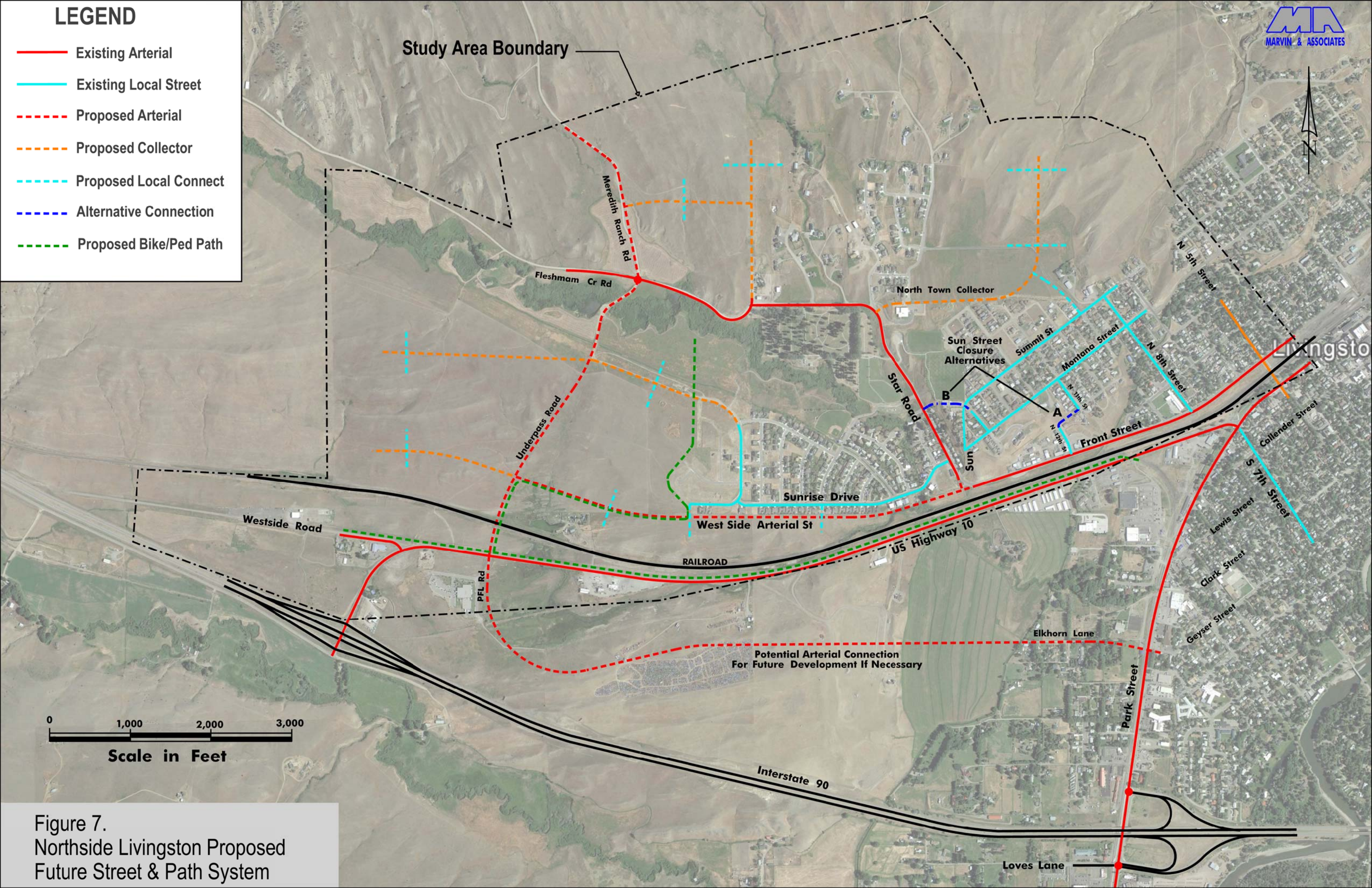


Figure 7.
Northside Livingston Proposed
Future Street & Path System



Existing local streets north of Front Street and east of Star Road would have improved access to Front Street and less travel time to the west if one of the two alternatives shown in Figure 7 were to be implemented. Both alternatives would eliminate a very steep approach on Sun Street to its current intersection with Star Road. Alternative A would connect N11th Street to N 12th Street allowing direct connection to Front Street, while Alternative B would connect Summit Street directly to Star Road. Alternative B would have the advantage of providing more direct access for westbound traffic via Star Road for a large number of residences.

Development within the proposed commercial subdivision on PFL Road should be designed to accommodate a potential extension of the arterial south and east to accommodate potential for future development in the large triangular property Between US HWY 10 and Interstate 90. A connection to Park Street on or near Elk Horn Lane. An arterial connection between US HWY 10, Underpass Road, and Park Street could play a big role in reducing travel demand pressures at the 5th Street railroad crossing.

Figure 7 also indicates where the primary pedestrian/bike path would be located. A number of additional paths should be considered as future development proposals are reviewed.

Future Trip Distribution

Figure 8 presents the distribution of future trips based on the recommended study area street system and a full development scenario. Increased commercialization within Study Area A along with increased attraction to expanding demographics and jobs growth in Bozeman would change the current attraction in the seven origin-destination zones. The I-90 west external zone would increase to 16% of trips while the PLF Road commercial properties would attract approximately 6% of trips. The downtown and eastern Livingston zone would attract 47% of the trips while the southern Livingston zone would attract approximately 28%. The future distribution percentages are used in development of the future traffic projection model.

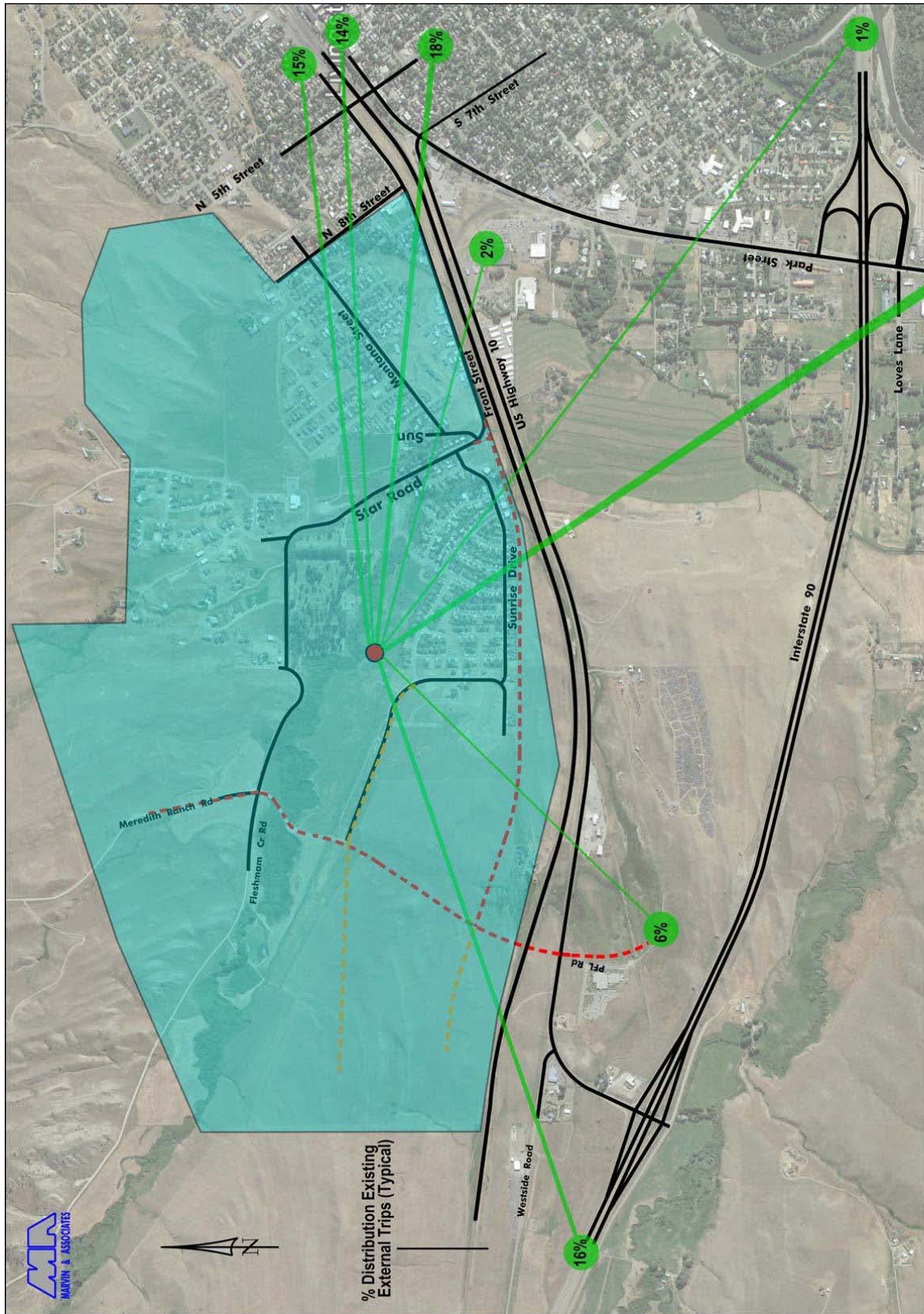


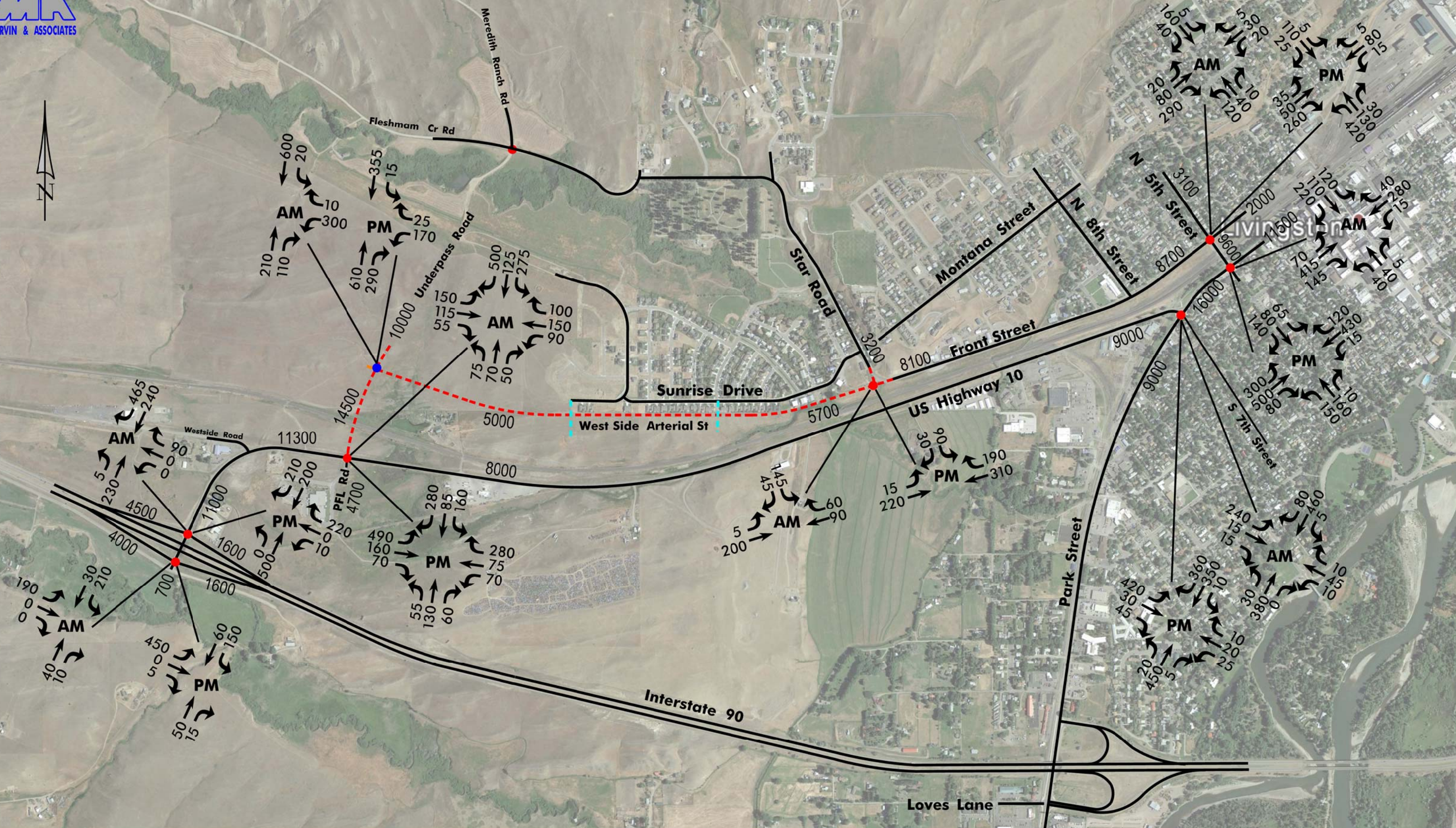
Figure 8. Distribution of External Trips To & From Future Full Development in Study Area

Future Traffic Projections

The existing system traffic assignment model was modified for future system conditions and traffic projections for full development within the study area was calculated. Appendix G contains the link assignment matrix and Figure 9 is a graphical representation of the balance traffic flows for future conditions. Figure 9 shows both am and pm peak hours traffic and AWT volumes on key street links. Since full development within the study area represents a population growth rate that far exceeds historical rates, it was assumed that growth in other areas of Livingston would be relatively minor. Therefore, existing traffic without origins or destinations in the study area was assumed to be at existing levels.

Figure 9 traffic volumes indicate that the Westside Extension Road would carry approximately 5,000 AWT while Underpass Road north of US HWY 10 would carry approximately 14,500 AWT. North 5th Street south of Front Street would carry approximately 9,600 AWT and Front Street east of N 5th Street would have an AWT of approximately 2,000. Thus, total AWT entering and exiting the study area would be approximately 26,000.

Peak am and pm turning movement projections shown in Figure 9 included six key intersections where special traffic control features would be required when the recommended area street system is implemented. No traffic projections for streets or intersections within the study areas north of the Westside Arterial Street were made since traffic assignment would be dependent upon actual subdivision layout information.



Peak Hour Turning Movement Volumes (Typical)



4600
Average Weekday Traffic (Typical)

Figure 9.
Future Traffic Projections at Key Intersections & Streets - Full Development Within Study Area On Proposed Street System

Initial & Future Intersection Controls

Capacity calculations (see Appendix H & I) were completed for key intersections shown in Figure 9, which provided guidance on desirable lane usage and intersection controls. The following report sections provide specific information with regard to ultimate design considerations relative to the initial and future planned street system.

US HWY 10 & I-90 Interchange Ramps

Initial development of the area street system would result in traffic volume demand similar to existing traffic volumes. Thus, no changes to existing operations would be warranted at either of the Interstate 90 ramp intersections.

Future area full development traffic would increase demand on all I-90 ramp movements and capacity calculations indicate that the intersection US HWY 10 and the I-90 Eastbound Off-ramp would operate at LOS “F” during the peak PM hour period. The vehicular queue on the ramp would exceed 18 vehicles which would shorten the deceleration length on the ramp by more than 500 feet. Signalization of that ramp would likely be required or the interchange could be reconfigured to provide a dual roundabout “Dog Bone” ramp intersection layout. In either case, the intersection would probably warrant reconstruction prior to full development of the study area.

US HWY 10 & Underpass Road/PFL Road

The initial phase of area development, when Westside Arterial Street is constructed to Underpass Road and an at-grade railroad crossing allows access to US HWY 10 at PFL Road, left-turn lanes would be warranted at the intersection of US HWY 10 and Underpass Road. Capacity calculations indicate that the intersection would operate at level of service (LOS) “C” or better with auxiliary left-turn lanes on each leg of the intersection and stop control on the north and south approaches.

Westside Arterial Street & Underpass Road

In the initial phase of the Westside Arterial street construction, the intersection would not likely serve future eastbound or southbound approaches. Therefore, intersection control would only need to address the turning movements associated with northbound and westbound traffic. The eastbound and southbound approaches should be stubbed-out to insure that appropriate future geometrics will be constructed.

Future development with full traffic demand at this intersection will warranted a traffic signal or a roundabout. A roundabout would be the preferred control, since initial operations would be enhanced in terms of safety when northbound and westbound movements would be physically separated. Safer and more efficient operations would also be associated with a roundabout at this location.

Star Road and Westside Arterial Street

Both initial and full development capacity would be at LOS “B” at the Star Road and Westside Arterial/Front Street intersection if constructed with a two lane southbound approach on Star Road and an auxiliary left-turn lane on the Westside Arterial Street. An alternative to construction of multiple left-turn lanes at this intersection would be construction of a single lane roundabout at this intersection.

N 5th Street Intersections

Initial operations of the N 5th Street intersections with Front Street and Park Street would be improved by redirecting traffic to the new Westside Arterial Street and Underpass Road accesses. However, substantial traffic demand increases would be realized when the study area is fully developed in the future. Both intersection would operate at less than acceptable levels of service which would be exacerbated when train traffic occurs. Solutions to mitigate the efficiency impacts traffic would not be simple or cheap. The most likely results would either be additional traffic diverted to the Underpass Road access because of increased delay and/or development within the study area would be stunted.

Initial & Future Area Street Improvements

The initial phase of development within the area was assumed to be construction of the Westside Arterial Street from Front street to Underpass Road and Underpass Road to US HWY 10. The project traffic Westside Arterial street is well within the operating range of a two lane roadway. However, consideration should be given to future traffic demand when planning the construction. Even though projected future volumes could be served by a two lane roadway, there a couple scenarios that could increase traffic demand by a significant degree.

- Congestion on N 5th Street intersections could force more traffic onto the Westside Arterial Street.
- A new arterial connection from US HWY 10 to Park Street via PFL Road and Elkhorn Lane could materialize, which would draw substantial volumes of traffic away from the N 5th Street access.

In light of these possibility, it is recommended that the ultimate cross section of the Westside Arterial Street include 2-12' through traffic lanes and a 14' two-way left-turn lane (TWLTL) in the center. In addition, a 10' wide shared-use path should be constructed on the north side of the street. Four feet wide shoulders should be constructed on each side of the roadway and the bike path should be separated from the roadway by a depressed ditch section approximately 20' wide. The average right-of-way for the section should be a minimum of 100'. The same roadway section should be used for Underpass Avenue and other arterials as may be required during subsequent development within the area.

US HWY 10 would experience full development traffic near the limits of a two-lane roadway east of PFL Road and in excess of two-lane roadway capacity west of PFL Road. The Montana Department of Transportation (MDT) will need to review future developments to determine if reconstruction of the highway fits within their projected future plans for that roadway. A bike path located on the north side of the highway is recommended to connect with the Park Street path and coordination of effort would be

required to ensure that the path is located on an alignment that is compatible with future roadway improvements.

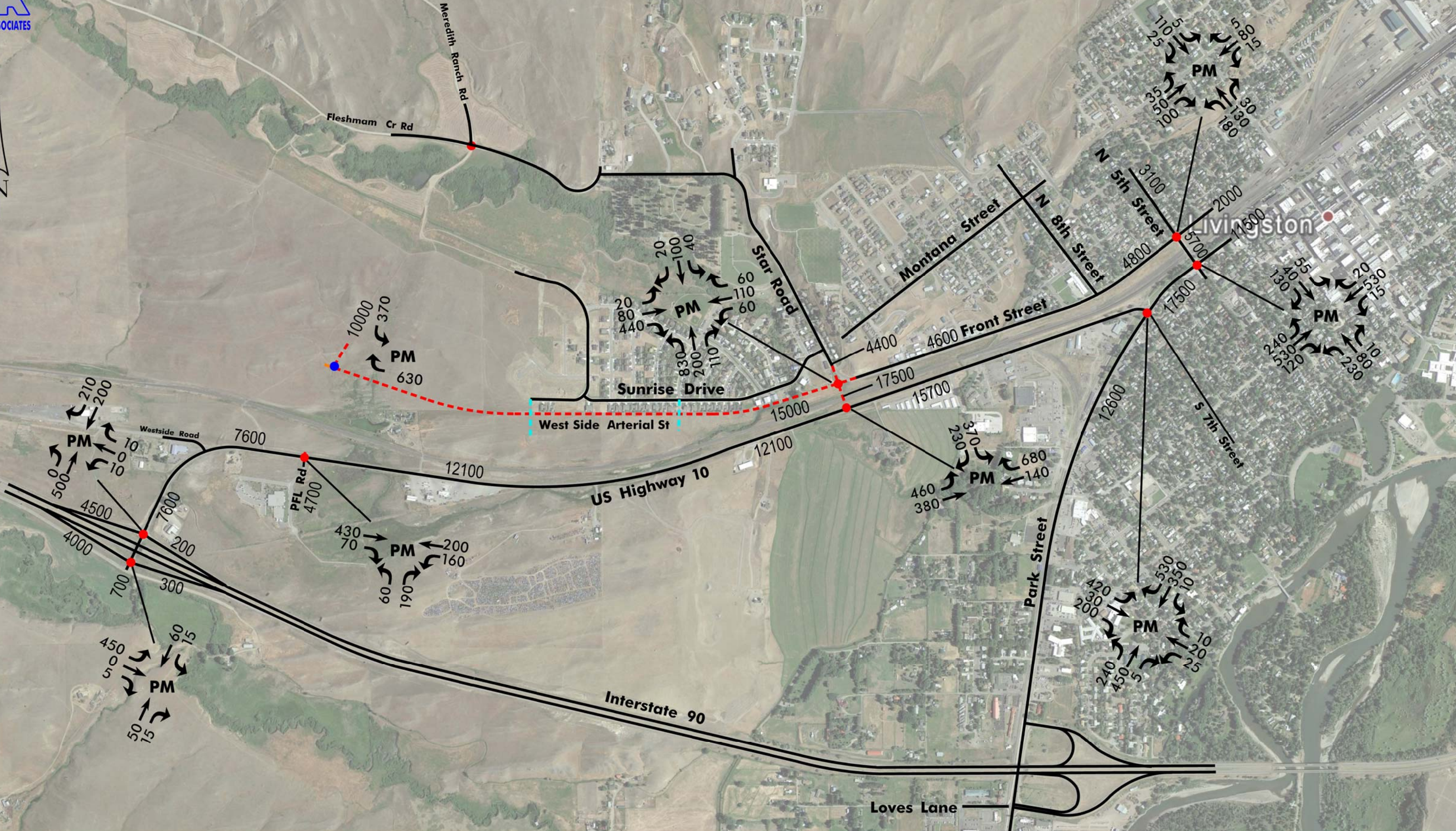
Collector streets within the study area should have 2-12' through lanes with 10' shoulders or parking lanes as required. Provisions for bikes lanes on collector street should be incorporated which would add 10, to the overall street width.

ALTERNATIVE RAILROAD CROSSING LOCATION ANALYSIS

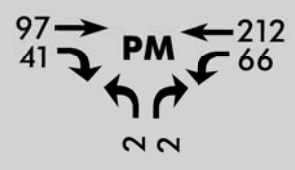
In order to compare the proposed street system with respect to the railroad crossing location at PFL Road, it was determined that the original Star Road Underpass proposal would need to be reevaluated using the same growth projections contained in this study. In 2007, it was determined that developments with the study area would be relatively minor in comparison to the level of growth currently being experienced. With the higher growth projections, it was felt that the Star Road Underpass could become feasible from the benefit side of the benefit/cost ratio. Therefore, additional analysis of traffic assignments and operating efficiencies was completed to determine the feasibility of the Star Road Underpass connection to US 10.

Traffic Assignment Analysis

The same general trip generation and trip distribution models created for this study were used and an abbreviated travel time analysis was completed in an effort to assign traffic at the Star Road Underpass location. It was determined that the majority of the study area west of 8th Street would use the Star Road Underpass to travel to and from the east and south, while the entire study area would use the Star Road Underpass to access I-90 to and from the west. The traffic assignment model was modified and it was determined that the Star Road Underpass would initially accommodate approximately 3,750 vehicles per day. Future traffic assignment analysis yielded the average weekday and peak PM hour traffic volumes shown in Figure 10.



Peak Hour Turning Movement Volumes (Typical)



4600
Average Weekday Traffic (Typical)

Figure 10.
Star Road Underpass Alternative
Future Traffic Projections at Key Intersections
Full Development Within Study Area

It was assumed that the West Side Arterial roadway would be required to access new developments on the west side of the study area, which would result in a four legged intersection with Front Street and Star Road. The Star Road Underpass connection would have a future demand of approximately 17,500 vehicles per day in comparison to the 14,500 AWT projected for the PFL underpass location. Traffic on the existing 5th Street railroad crossing would be at the same approximate level as currently exists (5,700). However, traffic volumes on US 10, west of Park Street would increase substantially from 9,000 AWT to 15,700 AWT (Figure 9). Park Street at 5th Street would also increase from 16,000 in Figure 9 to 17,500 in Figure 10. Turning movements at all of the intersections would be appreciably different between the two underpass alternatives.

Initial & Future Intersection Controls

Capacity calculations (see Appendix J) were completed for key intersections shown in Figure 9, which provided guidance on desirable lane usage and intersection controls. It was determined that initial operations using stop control at Star Road and US 10 would operate at LOS “B” or better. However, it was determined that a westbound right turn lane would be warranted on US 10 to safely accommodate right turning traffic in the peak PM hour.

Future traffic demand would require signals at both US 10 and Front Street intersections with Star Road. Various intersection concepts were tested and it was determined that the Front Street intersection with Star Road would require dual northbound left-turn lanes and thru/right lanes. The eastbound approach would require separate left, thru, and right turn lanes while the remaining approaches would have separate left and thru/right lanes. With that lane configuration, the intersection could operate at LOS “B”. At the Star Road and US 10 Intersection, the eastbound approach would need an auxiliary left turn lane, the westbound approach would need an auxiliary right-turn lane, and the southbound

approach would need separate left and right turn lanes. That lane configuration would allow the intersection to operate at a LOS “B” in the peak PM hour.

When attempting to layout the geometric concepts for the two adjacent intersections using the calculated vehicle storage requirements it became obvious that the two intersections were too closely spaced. The northbound approach to the Star Road intersection with front Street would require a minimum of 350’ to store the maximum vehicle queue of 14 cars, while the southbound approach to US 10 would have a maximum queue of 15 cars and would require 375’ of storage. The effective in-lane storage distance between intersections is measured at approximate 195 feet. It was determined that a minimum separation distance between intersections would need to be well over 600’ to avoid gridlock conditions. Dual roundabouts were investigated as an alternative, but the north bound leg at the Front Street and Star Road intersection would have an entering and circulating volume in excess of 1200 vehicles which would be very problematic from an operational perspective.

At the intersection of US 10 and Park Street, it was determined the traffic demand would create a need for an additional eastbound lane to accommodate the increased in right turn traffic volumes associated with the Star Road Underpass connection. Even with the additional lane the southbound left-turn movement would operate at LOS “D”.

The intersection of Park and 5th Street would operate at LOS “C”, but the westbound and northbound approaches would have movements operating at LOS “D”. The operation would be similar to the proposed street system using the PFL Road underpass location. The reason for similar operations is the fact that the same level of traffic entering the intersection would be about the same for both alternatives even though the vehicles enter from different direction for each alternative.

SUMMARY & RECOMMENDATIONS

The scope of this study was designed to evaluate future development in the Northside Livingston area and study and advance concepts for a future street system that would safely and efficiently serve access and mobility for pedestrians, bikes, and vehicles. While total development of the study area may be beyond a 20-year horizon, the street system should be structured in a manner that does not constrain future generations. The concept street system presented herein provides a framework for future development considerations. It appears that the most critical aspect of the future street system rests with development of a major east-west arterial street that acts as a manifold to funnel north-south traffic to existing street arterials. The outlets for traffic on the east-west arterial are limited by a barrier created by railroad tracks, which in itself becomes a prime consideration. The proposed PFL Road location for a railroad crossing would appear, at first glance, to be too far removed from the existing urbanized area. However, when the potential for future development is fully examined, it becomes apparent that a crossing of the barrier needs to be unconstrained by limitations associated with existing street system geometrics and operational controls.

Analysis of the Star Road Underpass location has indicated that it would initially operate in an efficient manner, but the efficiency would be short lived and geometric constraints would create the need for yet another outlet for traffic generated within the study area. For that reason, it is recommended that the street system structure illustrated in Figure 7 be adopted as the plan framework for future street system development.

INITIAL IMPROVEMENTS COST ESTIMATES

Figure 11 presents the typical roadway sections and operational controls envisioned for the West Side Arterial and Underpass Avenue connection at the PFL Road railroad crossing location. This graphic represents full study area build-out future operation conditions. Initial construction of improvements would most likely involve two lane roadways with auxiliary left turn lanes on US 10. Various two lane construction options would be available, but any right-of-way acquisitions should include the necessary width for future lane and bike path additions.

Since there are still some additional options to be considered, cost estimates will be presented in the final report.



Viable Alternatives to Traffic Signals Would Be Roundabouts

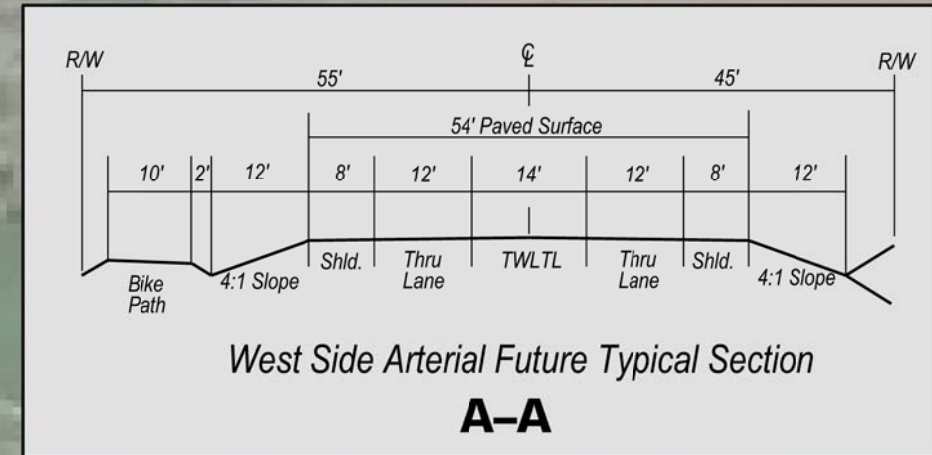
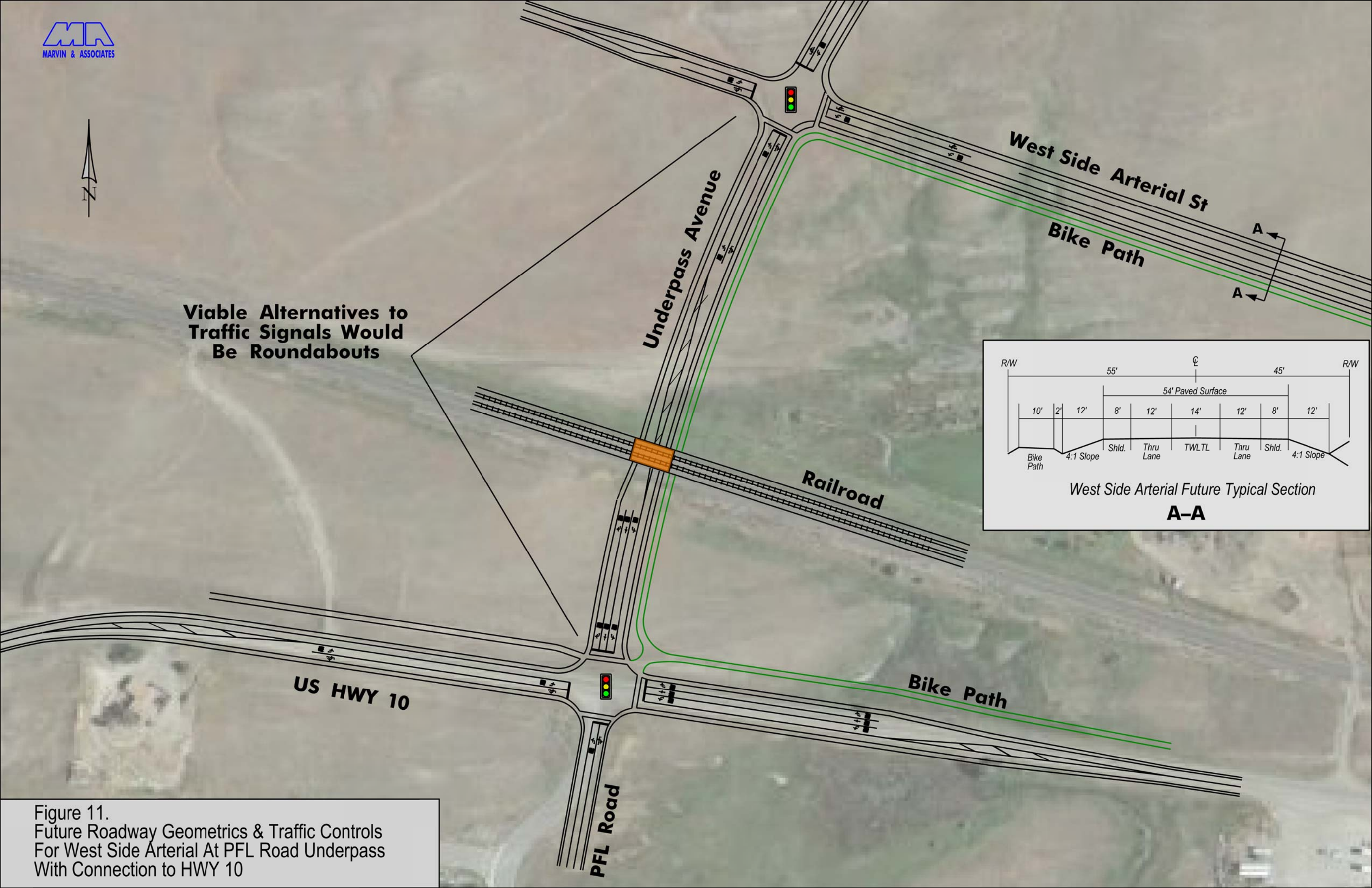


Figure 11.
Future Roadway Geometrics & Traffic Controls
For West Side Arterial At PFL Road Underpass
With Connection to HWY 10

Backup material for agenda item:

B.

Comprehensive Plan for Growth

- Traffic Flow
- Safety
- Alternate Transportation
- Solve Other Infrastructure Problems
- Design for Future Growth

What is needed now?

- Front Street Extension
- Separated Grade Crossing
- Bike/Pedestrian Path
- Water Loop
- Sewer Main Connection

Pessimistic Cost Estimates

\$17.5M

Planning/Environmental	\$1M
Administration	\$1.5M
ROW Acquisition	\$1M
Sewer	\$1M
Water	\$1M
Front St Extension	\$5.4M
Separated Grade Crossing	\$6M
Ammenities	\$0.6M

Funding Strategies

- 1.) Walk Away Now - repay \$916,800
- 2.) Save for Future Construction - repay \$916,800
- 3.) Fund Entire Project and Move Forward

Funding a \$17.5M Project

Urban Route Funds (\$2.5M)

Utility Costs from Water/Sewer Funds (\$2M)

City Mill Levy (\$6M-\$9M) - General Obligation Bond

Special Improvement District (SID) (\$3.6M-\$6.6M)

Impact Fees to Cover Unforeseen Costs

Pursue Grants to Reduce Mill Levy and SID Obligations

Cost to Taxpayers

- Urban Route Funds - Opportunity Cost
- Utility Costs - Unknown
- Mill Levy (Median Household)
 - \$6M over 20 years = approximately \$110/yr
 - \$9M over 20 years = approximately \$165/yr
- SID - varies by boundary, additional to Mill Levy, shrinks with new properties
 - \$3.6M over 20 years ranges from \$176/yr to \$265/yr
 - \$6.6M over 20 years ranges from \$325/yr to \$485/yr
- Grant money could offset Mill Levy, SID or a combination

What is our next Milestone?



Aug 2018

A vertical timeline is shown on the right side of the slide. It consists of a thin vertical line extending from the bottom towards the top. At the bottom of this line, the year '2018' is written vertically. Further up the line, there is an orange rectangular box containing the text 'Aug 2018'.

2018

Funds 4099-4099, Accounts 400000-599999

Fund/Account/ Doc/Line #	Description	Vendor/Receipt From	Acct. Period	Debit	Credit
4099 RAILROAD CROSSING LEVY					
411810 CAPITAL IMPROVEMENTS					
940 CAPITAL OUTLAY					
JV 091099 49	Reclass Railroad Crossing CIP		6/10	20,958.55	
	Object Total:			20,958.55	
	Account Total:			20,958.55	
411850 RAILROAD UNDERPASS					
331 LEGAL NOTICES					
CL 6892 2 47960	RR Underpass PH	LIVINGSTON ENTERPRISE	1/11	110.00	
	Object Total:			110.00	
350 PROFESSIONAL SERVICES					
CL 997762 4 11979	Underpass Levy	LIVINGSTON ENTERPRISE	10/08	37.80	
CL 3694 1 1	Railroad Underpass - Pha	DOWL HKM	6/10	20,958.55	
JV 091099 50	Reclass Railroad Crossing CIP		6/10		20,958.55
CL 5126 1 2	Railroad Underpass Phase	DOWL HKM	8/10	41,470.04	
CL 5454 1 3	Railroad Underpass Phase	DOWL HKM	9/10	17,870.40	
CL 5682 1 4	Railroad Underpass Phase	DOWL HKM	9/10	15,923.87	
CL 6538 1 5	Railroad underpass Phase	DOWL HKM	12/10	26,008.40	
CL 6539 1 6	Railroad underpass phase	DOWL HKM	12/10	19,309.54	
CL 6704 1 7	Railroad Underpass Phase	DOWL HKM	12/10	11,966.98	
CL 7217 1 8	Rainroad underpass Phas	DOWL HKM	2/11	17,221.00	
CL 7422 1 9	Railroad underpass phase	DOWL HKM	3/11	7,646.52	
CL 7709 1 10	Railroad Underpass Phase	DOWL HKM	4/11	212.19	
JV 101162 85	Reclass RR Underpass		6/11		157,628.94
CL 10195 1 1	Tiger grant application	DOWL HKM	11/11	1,367.50	
JV 111253 48	Correct CL # 10195		1/12		1,367.50
JV 171873 17	Expense non-capital items		6/18	155.00	
	Object Total:			180,147.79	179,954.99
940 CAPITAL OUTLAY					
JV 101162 84	Reclass RR Underpass		6/11	157,628.94	
CL 10160 9 067472	Meece-Trip To Washington	AMERICAN EXPRESS	10/11	2,107.98	
CL 10439 4 067472	Meece-RR Underpass Expre	AMERICAN EXPRESS	11/11	203.45	
CL 10351 1 2	Tiger Grant appl	DOWL HKM	12/11	7,923.50	
CL 10364 1 11-12	Reimburse RR Underpass tr	MEECE, EDWIN	12/11	19.16	
JV 111253 47	Correct CL # 10195		1/12	1,367.50	
CL 12052 1 3	Tiger Grant appl. servic	HKM ENGINEERING	5/12	4,100.00	
CL 17066 1 4610112310	Tiger Grant V	DOWL HKM	8/13	7,600.00	
CL 18005 1 4610-11236	1-01-2 RR Crossing Alter	DOWL HKM	11/13	1,090.00	
CL 19251 1	Overcrossing evaluation	DOWL HKM	4/14	12,270.00	
CL 19686 1 462411231	Tiger 6	DOWL HKM	5/14	2,081.25	
CL 19686 2 462411231	Sunrise Dr. Study	DOWL HKM	5/14	1,585.00	
CL 20256 1 4524.11231	RR Underpass Utility Rel	DOWL HKM	6/14	1,501.95	
CL 20692 1 4624.11231	Railroad underpass - tig	DOWL HKM	6/14	9,697.50	
CL 21192 1 4524112310	Railroad underpass utili	DOWL HKM	7/14	1,444.88	
CL 21260 1 1958-02D14	Rail crossing	STAHLY ENGINEERING, INC	7/14	1,887.50	
CL 21336 1 4624112310	Railraod overcrossing co	DOWL HKM	8/14	3,266.21	
CL 21336 2 4624112310	Railraod overcrossing co	DOWL HKM	8/14	2,356.46	
CL 21665 1 11231.063	Project 4524.11231.06	DOWL HKM	9/14	4,355.66	
CL 21748 1 FIX	Restored Claim 12-16-15	DOWL HKM	9/14	1,498.94	
CL 21992 1 2	Railroad crossing 3rd pa	STAHLY ENGINEERING, INC	10/14	9,137.50	

Funds 4099-4099, Accounts 400000-599999

Fund/Account/ Doc/Line #	Description	Vendor/Receipt From	Acct. Period	Debit	Credit
4099 RAILROAD CROSSING LEVY					
411850 RAILROAD UNDERPASS					
940 CAPITAL OUTLAY					
CL 22403 1 11231065	RR underpass utility rel	DOWL HKM	11/14	1,408.82	
CL 22451 1 1	RR Undrps Add'l Funds Re	MONTANA DEPT OF TRANSPORTA	11/14	119,264.98	
CL 22689 1 11231.106-	Railroad Utiltiy relaoc	DOWL HKM	12/14	1,652.15	
CL 22992 1 4524112310	Railroad Utiltiy relocat	DOWL HKM	1/15	750.97	
CL 23344 1 11231.06-8	Railroad Utility relocat	DOWL HKM	2/15	4,776.20	
CL 23541 1 4524112310	Railroad Utility relocat	DOWL HKM	3/15	931.21	
CL 23700 1 4624112310	Project 4624,11231.07MRL	DOWL HKM	4/15	3,385.00	
CL 23700 2 4624112310	Project 4624,11231.07MRL	DOWL HKM	4/15	1,937.50	
CL 23969 1 4624.11231	Livingston MRL MOU	DOWL HKM	4/15	1,782.50	
CL 24038 1 4524112310	RRGS Utility relocations	DOWL HKM	5/15	2,703.51	
CL 24038 2 4624112310	RRGS Utility relocations	DOWL HKM	5/15	931.21	
CL 24038 3 4624112310	Over payment	DOWL HKM	5/15		2,356.46
CL 24238 1 4524112310	RRGS Utility Relocations	DOWL HKM	5/15	1,849.00	
CL 24423 1 4524112310	Livingston RRGS Utility	DOWL HKM	6/15	1,501.95	
CL 24424 1 4524112310	Livingston RRGS Utility	DOWL HKM	6/15	600.78	
CL 24621 1 1123109-2	LLRRGS Tiger VII	DOWL HKM	6/15	2,223.75	
CL 24621 2 1123107-4	Livingston MRL MOU	DOWL HKM	6/15	271.25	
CL 24621 3 1123110-2	Livingston Alternative A	DOWL HKM	6/15	685.00	
CL 24666 1 11231091	Tiger VII Grant	DOWL HKM	6/15	2,717.50	
CL 24666 2 11231101	Alternative Access Feasi	DOWL HKM	6/15	880.00	
CL 26007 1 45240613	Utility relocations	DOWL HKM	8/15	979.56	
CL 26007 2 4624.090-3	Tiger VII	DOWL HKM	8/15	1,058.75	
CL 26007 3 4624.10-3	Liv Alternative Access F	DOWL HKM	8/15	4,098.75	
CL 26007 4 4624.07-5	Liv MRL MOU	DOWL HKM	8/15	1,162.50	
CL 26120 1 11231.0614	Utiltiy relocations	DOWL HKM	8/15	685.08	
CL 26272 1 4624.11231	Liv MRL, MOU	DOWL HKM	9/15	310.00	
CL 26272 2 4624.11231	Liv. Alternatiave Access	DOWL HKM	9/15	2,116.25	
CL 26363 1 4521123106	LIV RRGS Utility Relocat	DOWL HKM	9/15	1,370.16	
CL 26378 1 1123107-7	LIV MRL MOU	DOWL HKM	9/15	232.50	
CL 26378 2 11231.10-5	LIV Alternative Access F	DOWL HKM	9/15	1,751.25	
CL 26734 1 1123106-16	Profes Serv 8/23 - 9/26	DOWL HKM	11/15	342.54	
CL 26734 2 1123110-6	Profes Serv 8/30 - 10/03	DOWL HKM	11/15	2,609.69	
CL 26896 1 1123110.7	Alternative Access Feasi	DOWL HKM	11/15	1,378.75	
CL 26896 2 112307.8	MRL Mou	DOWL HKM	11/15	155.00	
CL 26980 1 06-17	Project 4524.11231.06	DOWL HKM	12/15	685.08	
CL 27058 1 2016	Deposit - RR Underpass P	GUARDIAN TITLE, INC.	12/15	2,500.00	
CL 27143 1 4524112310	Liv RRGS Utility relocat	DOWL HKM	12/15	342.54	
CL 27302 5 4943	B15-081	TD&H ENGINEERING, INC	1/16	399.00	
CL 21748 1 FIX	Restored Claim 12-16-15	DOWL HKM	2/16		1,498.94
CL 27530 1 Durgan'sLL	Appraisal - Dugran LLC P	CV APPRAISAL SERVICES, INC	2/16	3,000.00	
CL 27664 1 2016	Durgan Property Purchase	GUARDIAN TITLE, INC.	2/16	197,272.42	
CL 27672 1 4624.11231	Livingston MRL MOU	DOWL HKM	3/16	387.50	
CL 27672 2 4624.11231	Liv Alternate Access Fea	DOWL HKM	3/16	542.50	
CL 27795 1 1123106-19	Livingston RRGS Utility	DOWL HKM	3/16	472.50	
CL 27879 2 5363	B15-081	TD&H ENGINEERING, INC	3/16	432.80	
CL 28060 1 1123106-20	RRGS Utility relocations	DOWL HKM	4/16	2,258.75	
CL 28286 1 1123106-21	Livingston RRGS Utility	DOWL HKM	5/16	2,478.75	
JV 151643 94	MT DOT Proj Completion		5/16		21,615.98

08/14/18
13:27:47

CITY OF LIVINGSTON
Detail Ledger Query
For the Accounting Periods: 7/90 - 8/18

Page: 3 of 3
Report ID: L091

Funds 4099-4099, Accounts 400000-599999

Fund/Account/ Doc/Line #	Description	Vendor/Receipt From	Acct. Period	Debit	Credit
4099 RAILROAD CROSSING LEVY					
411850 RAILROAD UNDERPASS					
940 CAPITAL OUTLAY					
CL 28794 1	4524112310 Livingston RRGs Utilitiy	DOWL HKM	6/16	728.25	
CL 29901 1	4524112310 Liv RRGs Utilitiy Relocat	DOWL HKM	9/16	912.55	
CL 29906 1	4624112310 Livingston MRL MOU	DOWL HKM	9/16	155.00	
CL 30409 1	4624112310 Livingston MRL MOU	DOWL HKM	11/16	232.50	
CL 30490 1	4524112310 Liv.RRGs Utility Locatio	DOWL HKM	11/16	1,027.62	
CL 31336 1	4524112310 Liv RRGs Utility Relocat	DOWL HKM	3/17	342.54	
CL 33039 1	4624112311 RRGs alternative access	DOWL HKM	7/17	155.00	
JV 171873 18	Expense non-capital items		6/18		155.00
	Object Total:			615,952.74	25,626.38
	Account Total:			796,210.53	205,581.37
411860 SPECIAL IMPROVEMENT DISTRICTS					
959 INFRASTRUCTURE					
CL 997762 12	Act.2829 Special Election	LIVINGSTON ENTERPRISE	10/08	22.00	
	Object Total:			22.00	
	Account Total:			22.00	
490500 DEBT SERVICE PAYMENTS					
610 PRINCIPAL					
CL 29609 1	16-17 RR Underpass Right of Wa	US BANK	7/16	14,716.14	
CL 31060 9	16-17 Railroad ROW Purchase	US BANK	2/17	14,670.30	
CL 33073 9	17-18 Railroad ROW Purchase	US BANK	7/17	14,772.80	
CL 34758 5	2676-01 Property for Street Cros	US BANK	1/18	14,853.50	
CL 36125 5	2676-01 Property for Street Cros	US BANK	7/18	14,956.45	
	Object Total:			73,969.19	
620 INTEREST					
CL 29516 9	16-17 RR Underpass Right of Wa	US BANK	7/16	997.34	
CL 31060 10	16-17 Railroad ROW Purchase	US BANK	2/17	1,054.18	
CL 33073 10	17-18 Railroad ROW Purchase	US BANK	7/17	1,495.28	
CL 34758 6	2676-01 Property for Street Cros	US BANK	1/18	1,333.88	
CL 36125 6	2676-01 Property for Street Cros	US BANK	7/18	1,421.27	
	Object Total:			6,301.95	
	Account Total:			80,271.14	
	Fund Total:			897,462.22	205,581.37
	Grand Total:			897,462.22	205,581.37

City of Livingston
Outstanding Debt
As of June 30, 2018

Fund	Purchase/Reason	Origination Date	Maturity Date	Original Amount	Outstanding Principal
General Obligation Debt - Subject to debt capacity limit (MCA 7-7-4201)					
1000	Airport Loan Funding	12/16/14	02/28/24	\$ 9,625.00	\$ 6,737.50
2500	2013 SMD Inter-cap - Infrastructure	01/25/13	02/15/23	400,000.00	205,919.82
3002	2016 Fire Truck	09/29/16	07/01/36	750,000.00	685,000.00
3003	Refi 2000 Fire Truck	06/27/00	07/01/20	250,000.00	70,000.00
2300	Dispatch Remodel	04/13/17	02/15/27	75,000.00	68,013.46
4099	Purchase right-of-way	03/11/16	02/15/21	150,000.00	90,987.26
				\$ 1,634,625.00	\$ 1,126,658.04
Amount outstanding as a percent of total capacity					5.94%
Tax assessed value					758,381,947
2.5% of total					18,959,548.68
Available Capacity					<u>17,832,890.64</u>
Other Debt - Not subject to debt capacity limit (MCA 7-7-4201)					
3200	West End TID-Water	11/21/05	07/01/25	\$ 676,472.00	\$ 305,000.00
3200	West End TID-Sewer	11/21/05	07/01/25	333,353.00	152,000.00
3550	SID 179-Sewer	11/21/05	07/01/25	158,580.00	68,000.00
3550	SID 179-Water	11/21/05	07/01/25	322,088.00	133,000.00
5210	Water Revenue Bonds	04/26/12	07/01/20	535,000.00	140,000.00
5210	Water Main Replacements	10/23/09	02/15/20	152,941.00	30,589.00
5310	2012 Sewer Revenue Bonds	03/01/10	01/01/30	1,825,000.00	1,125,000.00
5310	Sewer Stimulus SRF	03/01/10	01/01/30	359,300.00	220,000.00
5310	USDA-RD WRF Note	02/01/18	02/01/58	5,000,000.00	4,968,662.86
5310	Waste Water Treatment Plant SRF	02/01/18	01/01/48	6,500,000.00	3,276,756.00
5410	Transfer Station	06/01/09	06/01/21	600,000.00	149,092.28
				\$ 16,462,734.00	\$ 10,568,100.14
				<u>\$ 18,097,359.00</u>	<u>\$ 11,694,758.18</u>