



Capital Improvements Plan 2021 Update

2021 - 2026
Planning Period

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EXECUTIVE SUMMARY

A core responsibility of the Stillwater County Commission is the preservation, maintenance, and improvement of the County's capital assets. Everything the County does – from providing services to residents and businesses to equipping employees to effectively perform their jobs – requires the existence of certain basic physical assets. These assets include items such as roads and bridges, parks, buildings, vehicles, large equipment, and information technology. They must be purchased, maintained, and replaced on a timely basis or their public service efficiency will diminish. The County's five-year Capital Improvement Program and annual budget are developed to ensure adequate investment in these assets.

This Capital Improvement Plan (CIP) is an essential planning document. It is meant to be updated annually and is subject to change as the needs of the County adjust, evolve, and become more defined. When used effectively, the capital improvement planning process can provide long-term project identification, evaluation, design, public discussion, cost estimating, and financing. Capital planning helps ensure that the County is positioned to:

- preserve and improve its basic infrastructure through construction, rehabilitation, and maintenance;
- maximize the useful life of capital investments by scheduling major renovation, rehabilitation, or replacement at the appropriate time in the life cycle of the facility or equipment;
- identify and examine current and future infrastructure needs and establish priorities among projects so that available resources are used to the community's best advantage; and
- improve financial planning by balancing needs and resources and identifying potential fiscal implications.

While much of the County's budget and financial planning efforts are by necessity focused on one or at most two-year intervals, capital planning helps focus attention on the County's long-term objectives

and financial capacity, and the balance between operating and capital needs. Having a formal and adopted plan will help to maintain a consistent level of spending for capital needs, barring extraordinary circumstances. This plan evaluated individual projects against long-term objectives and in relationship to each other. This evaluation resulted in the following table which outlines the highest capital improvement priorities for Stillwater County as determined by the County Commission.

Table 1 - Overall County Priorities as Identified by the County Commission

Project Name	Recommended Improvements	Schedule	Cost
Gravel Roads Maintenance	See Table 15	2021-2026	\$1,197,500
Fairgrounds	Pavilion, Leuthold Building, Livestock Building., Outdoor arena & sitework	2021-2022	\$5,000,000
Law & Justice Center	Construct new 2-story building	2021-2022	\$10,000,000
County Office Building	Construct new 2-story building	2022-2023	\$5,700,000
Valley Creek Bridge	Replace Structure	2022-2024	\$500,000
Library/Extension	New building to expand current services. Will also include extension office	2024-2025	\$4,700,000
Stillwater County Courthouse	Renovate existing Courthouse	2025+	\$2,700,000

INTRODUCTION



Based on input from County Department Heads, this Capital Improvements Plan (CIP) focuses on evaluating County owned buildings, property, roads, bridges, parks, information technology, and other equipment. The CIP describes the level of recommended upgrade or repair necessary for each asset, as well as the associated budgetary costs. The CIP will guide the Stillwater County Commission in identifying viable funding for the County's infrastructure needs.

What Is A Capital Improvements Plan & Why Have One?

Stillwater County's Capital Improvements Plan (CIP) is a blueprint for identifying the County's capital (infrastructure/equipment) needs, priorities and estimated costs. The plan also provides viable funding options for these capital projects. The objective of the CIP is to create a logical, transparent, data-driven strategy for investing in the County's infrastructure needs. The Plan strives to reflect the values of County residents and to exemplify sound financial practices.

The CIP process consists of five basic steps:

- Inventory and evaluation of conditions.
- Prioritization of needs.
- Identification of funding options to meet the needs.
- Establishment of an implementation schedule that matches available funding with needed improvements.
- Formal adoption and use by the County Commission.

The capital planning process not only provides an orderly and routine method of identifying and financing of capital improvements but also makes capital expenditures more responsive to needs of County residents by informing and involving them in the process. Thus, this process ultimately saves the County's limited financial resources.

Key Elements

The development of this CIP required a number of essential elements including:

- Inventory/Analysis: Evaluation of County infrastructure including buildings and property, solid waste facilities, roads, bridges, parks, information technology, and equipment. Based on field reviews, previous data and reports, input from the public, the County Commissioners and County staff conducted analyses on existing infrastructure. The analyses used standard engineering practice to satisfy current regulations and design standards.
- Cost Estimates: Preliminary cost estimates for improvements identified during the inventory and analysis phase were made using estimated budgetary unit prices. Due to the general nature of the analysis, these cost estimates are not accurate enough to be used as a definitive basis for establishing the actual cost of a specific improvement project but are acceptable for budget level estimates.
- Funding Analysis: The research and identification of funding sources to finance improvements are vital to making facility and equipment improvements a reality. Due to the fluctuation of available federal and state funding available at the completion of this CIP it is only possible to forecast funding availability from sources.
- Public Involvement/Outreach: Public outreach and support of the CIP are one of the most important elements of the entire planning process. It was essential that the input of County residents was solicited and considered during preparation and adoption of the CIP. Public outreach methods for the CIP included: Traveling agenda meetings where the commissioners travel to every community to encourage community involvement, newspaper articles for review of draft CIP, and public comment period on draft CIP.
- Adoption and use of the CIP: The County Commission formally adopted the CIP by resolution, and the final document will be utilized during the Commission's annual budgeting process.
- Secure Funding: Funding projects may require pursuing grants, passing revenue or general obligation bonds, obtaining loans, creating Rural Improvement Districts, creating maintenance districts, raising user fees or carrying out other fund raising methods.
- Project Construction: When funding is obtained, scheduling and management of the construction or acquisition projects may proceed.
- Annual CIP Update: The CIP should be a living document and used annually for budgeting for improvements. Because of this, it should be updated on an annual basis as improvements are made and additional improvements are identified. Cost accounting and reprioritization should occur at this annual update stage and is typically done during the budgeting process.

STILLWATER COUNTY AT A GLANCE



Stillwater County is located in South Central Montana and is the 38th largest county in Montana by area, encompassing almost 1,800 square miles. Columbus is the County's only incorporated community.

Land Ownership in the County		
	Acres	Percent
Private Ownership	902,458	78.1%
Federal Lands	203,889	17.6%
State of Montana	49,432	4.3%
Columbus	313	0.03%
County	185	0.01%

In 2019 the County had an estimated population of 9,642 residents¹, since the 2010 census, the County's population has increased by approximately 525 people, or a 5.5% increase.

Three main industries employ most County residents. They are non-service (i.e., farming/construction/manufacturing); services (i.e. retail trade, transportation, health care, accommodations, and food service) and government (local, state, and Federal). Based on data from the Bureau of Economic Analysis (BEA) at the U.S. Department of Commerce, in 2019, the breakdown of employment in Stillwater County by broad industry was:

- Farm Employment: 954
- Nonfarm Employment: 5,137
- Government: 527

¹ July 1, 2019 US Census Bureau Estimate (PEP)

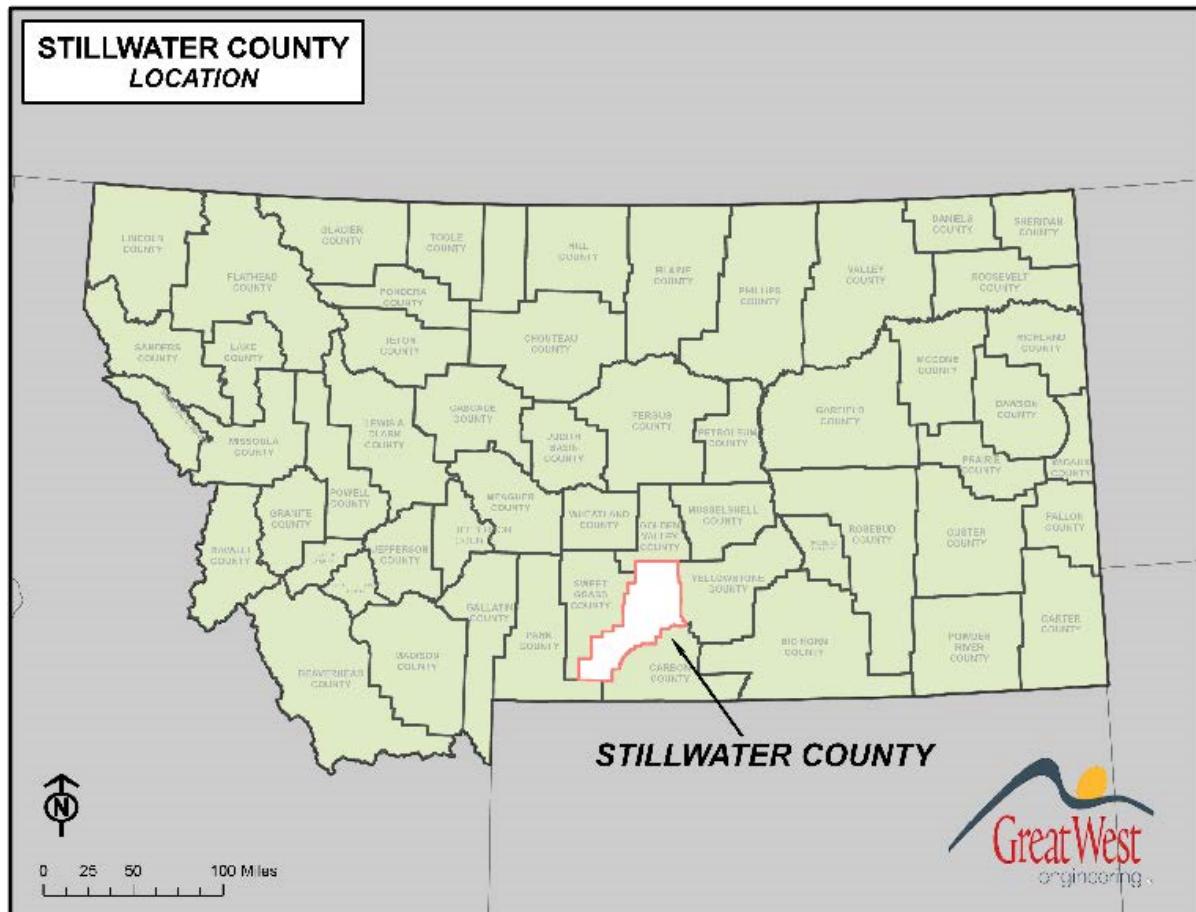


Figure 1 - Stillwater County Location

Non-service jobs in the County have decreased since 2001, going from 1,034 to 981 in 2018. Service jobs, on the other hand, have seen dramatic growth. Since 2001, service-related jobs grew 36 percent, from 1,703 in 2001 to 2,097 in 2018. Employment in the government sector has seen an increase since 2001. In 2001, there were 489 government-related jobs in the County, and by 2018 those rose to 527, an 8 percent increase.

Earnings for service-related jobs increased dramatically between 2001 and 2018. During this period, service job earnings went from \$36.2 million to over \$72.8 million, a 101 percent increase. Non-service jobs saw a slight decrease in earnings between 2001 and 2018, with earnings in 2001 being \$27.3 million and the same in 2018. This resulted in less than a 1% decrease from 2001 to 2018. Earnings for government jobs grew, from \$20.7 million in 2001 to \$27.4 million in 2018, a 32 percent increase.²

Demographically the population of the County has remained relatively stable. The median age of residents in the County changed between 2010 and 2018, but not dramatically. In 2010, the median age was estimated at 45.0, and in 2018 it was 46.6, a 3.6 percent increase. An aging population is a trend reflected by many rural Montana counties.

² U.S. Department of Commerce. 2019. Bureau of Economic Analysis, Regional Economic Accounts, Washington, D.C.

The Census Bureau divides the population of the County into five age categories: Under 18, 18-34, 35-44, 45-64, and 65 and over. Between 2010 and 2018, the under 18, 35-44, and 45-64 age brackets saw slight declines. The under 18 fell an estimated 25 residents, the 35-44 bracket saw an estimated decline of 60 residents, and the 45-64 bracket saw an estimated decline of over 129 people. The 18-34 age bracket grew about 111 residents. The largest increase was the 65 and older group increasing roughly 579 people.

The Median Household Income (MHI) in Stillwater County is estimated at \$63,785. Over 6 percent of individuals and 4 percent of families in the County are identified as being below the poverty line, and 39.3 percent of County residents are on Retirement and Social Security.

With regards to housing, 28.8 percent of residents spend 30 percent or more of their income on housing, and 29.9 percent of renters pay more than 30 percent or more of their income in rent. When income share devoted to housing is above 30 percent of a person's income, it can be an indicator of housing unaffordability.³

In 2019, the County's unemployment rate was 3.1 percent, which was a decline from the 5.8 percent found in 2010.⁴

According to data from the American Community Survey (ACS), in 2018, there were 4,428 employed people in the County. Of that number, 1,411 people worked outside of Stillwater County. This means that thirty-two (32) percent of the County's workforce works outside of Stillwater County. This means that the County's road network sees considerable traffic on the roads leaving the County every workday.

Stillwater County's primary service centers are Columbus, Absarokee, Reed Point, and Park City. This means that a significant number of County residents still must travel long distances to obtain basic services such as shopping and medical assistance. In addition, the County lacks any real public transportation options, which can be a hindrance to certain populations such as seniors and special needs people who may find it difficult to travel for medical care and shopping.

³ U.S. Department of Commerce. 2019. Census Bureau, American Community Survey Office, Washington, D.C.

⁴ U.S. Department of Labor. 2020. Bureau of Labor Statistics, Local Area Unemployment Statistics, Washington, D.C.

WHEATLAND

STILLWATER COUNTY

Location Overview

Figure 2 - Stillwater County Features



Spatial Reference

Name: NAD 1983 StatePlane Montana FIPS 2500

Projection: Lambert Conformal Conic



0 3.75 7.5 15 Miles

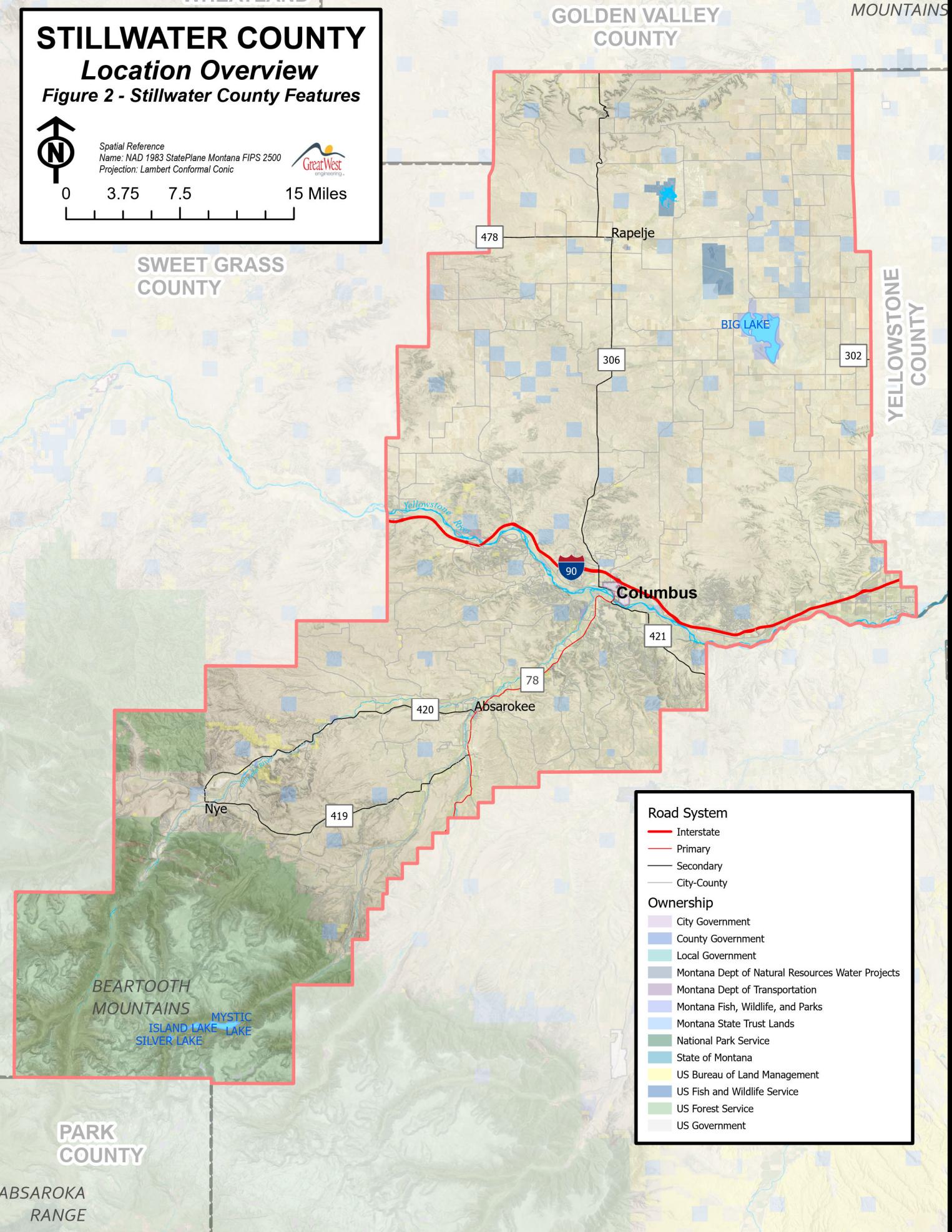
GOLDEN VALLEY

COUNTY

BULL
MOUNTAINS

SWEET GRASS
COUNTY

YELLOWSTONE
COUNTY



PREVIOUS PLANNING GUIDANCE



The County has prepared various planning documents that help to address the public facility's needs. The documents referenced and used to assist in developing a comprehensive CIP are as follows, listed in order of document date:

Table 2 – Stillwater County Previous Planning Documents

Document Title	Date	Next Update
Columbus Area Growth Policy	2012	5-year cycle, Planning Board discussing next update.
Overall Economic Development Plan	2015 Update	2021
Stillwater County Bridge Evaluation and Capital Improvement Plan	2016	As needed, typ. 2-Year cycle
Absarokee Water PER	2016	As Needed
Absarokee Wastewater Treatment PER	2016	As Needed
Absarokee Alleys Drainage Feasibility Study	2017	As Needed
Stillwater County Growth Policy	2018	Every 5-10 years, 2023
Stillwater County Facilities Plan	2019	As Needed
Beartooth RC&D Comprehensive Economic Development Strategy	2019	5-year cycle with annual updates, 2023
Stillwater County Road Repairs PER (EDA)	2020	As Needed

Below is a summary of the previous planning documents identified in Table 2.

Columbus Area Growth Policy (2012): Like most growth policies, the overall goal of this document was to improve the public health, safety, and general welfare of the community. The document broke the goals into six categories including: public infrastructure, economic development, growth management, land use and subdivision issues, Housing, Local Government. This document identifies impacts to the County based on annexations and expansion of the Columbus Area.

Overall Economic Development Plan (2015): This document presents a plan for the Stillwater County Board of County Commissioners to use as a strategic planning document for economic development efforts throughout Stillwater County. The plan contains six sections on the committee, historical assessment of past development efforts, the area and its economy, potentials for economic development, and a development strategy and plan for implementation.

Stillwater County Bridge Evaluation and Capital Improvements Plan (2016): This bridge CIP analyzed existing bridge facilities and identified a ten (10) year bridge priority plan for the County. The 10-year plan is summarized in the table below.

Absarokee Water PER (2016): The Absarokee Water PER identified the need to upgrade the existing water system for the Town of Absarokee. Between 70-85 percent of Absarokee's potable water was being lost because of leaking water mains. Seven different water storage tank alternatives were ranked, and a phased water distribution rehabilitation and replacement was evaluated. The preferred alternative included a three phased approach to replace existing steel and galvanized water main. Environmental resources and the impact the project would have on them were evaluated. Cost estimates for this project were included in chapter 5 for each alternative. Needs for this project included Health, Sanitation, Security, Regulatory Requirements, Aging Infrastructure and Growth. A water main replacement project was completed in 2018.

Absarokee Wastewater Treatment PER (2016): This document looked at project alternatives for updating the Stillwater County owned wastewater treatment facility in Absarokee to meet current and future wastewater treatment standards set by the Montana Department of Environmental Quality. Three different alternatives were considered in this document, but ultimately a Partial Mix Lagoon with Submerged Attached Growth Reactor (SAGR) was selected as the preferred alternative. Six environmental resources were examined in the PER and the impact the proposed project would have on them. Chapter 2 also looked at population trends since 1990 in order to size the new wastewater treatment facility accordingly. An inventory of the existing wastewater facilities was conducted in the PER. Chapter 4 outlines the need for this project which included Health, Sanitation, Security, Aging Infrastructure and Growth. Preliminary cost estimates were provided with each of the wastewater treatment alternatives. Treatment/sewer lagoon currently under construction, completion anticipated for fall of 2021.

Absarokee Alleys Drainage Feasibility Study (2017): In June, 2017 Great West completed a feasibility report for drainage improvements to the alley between S. Woodard Avenue and Montana Avenue, from the school north to Highway 78. Several different solutions were considered when developing this report with final recommendations completed based on input and budget concerns from the County. In 2019 the County decided to move forward with the recommendations of this report and bid the project in three phases. Based on the received bids and available funding, only phase 1 was completed which consisted of improvements to the alley from Church Street to Grove Street.

Stillwater County Growth Policy (2018): In 2018, Stillwater County updated its growth policy to replace a previous growth policy from 2007. The purpose of this document was to utilize citizen participation to identify issues and concerns throughout the county. The document contains six chapters that include: Citizen Participation, Historical Background, Existing Characteristics and Features, Projected Trends, Goals and Objectives and Implementation of Growth Policy. An online survey was conducted and composed of Stillwater County Citizens, and the following items were rated highly as it pertains to Capital Improvement:

- Maintaining recreational access to public lands.
- County infrastructure needs to be improved.
- County facilities needs to be improved.

Facilities Capital Improvement Plan (FCIP) (2019): This document describes future plans for facility improvements of County owned buildings. The plan indicates that the County would like to focus its energy on saving the historic courthouse and its building front, consolidating offices within the County to reduce cost of rent and utilities, and provide adequate office space for County services moving

forward. The FCIP committee indicated that they would like to make improvements with money that is already secured so taxes do not increase.

The FCIP committee has planned to move forward with relocating the fairgrounds facilities. The new location is situated on 20 acres of county land north of the Interstate on Sheep Dip Road. The proposed improvements include a new event center building, arena, and weed/facilities building. The improvements are expected to be phased construction over a 5-7 year plan.

Beartooth RC&D Comprehensive Economic Development Strategy (2019): This document outlines a regional economic strategy for Yellowstone, Big Horn, Carbon, Sweet Grass and Stillwater Counties. It outlines key economic industries in each of these counties and how to develop more economic opportunities.

Stillwater County Road Repairs PER (EDA) (2020): This document identifies two different road repair projects in direct correlation with Capital Improvements. The West Rosebud Road Slide project was identified as a priority due to a recent land slide that damaged approximately 500 linear feet of roadway. This project would include installing an interceptor trench, installing horizontal dewatering wells, relocating the existing access road and irrigation ditch to facilitate flatter slopes and re-grading the slope and adding a toe berm. The Fiddler Creek Road Slide project was also identified as a priority because of the chronic landslide issues along the roadway causing damage to underground facilities. This project would include: Installing cutoff/underdrain on the upslope side of the road, replacing the damaged/plugged drainage culverts, restoring the original road alignment and section per county standards, and re-grading the upslope soil at 3:1 or flatter to help stabilize the slope and remove excess soil/loading. Cost estimates for this project were included in the Preliminary Project Budget and Cost Estimates section of the PER.

Full copies of the above referenced planning documents are available at the County Commissioners Office. The following section outlines the current capital improvement priorities for the County.

2021-2026 CIP PRIORITIES

Airport Priorities

The only public airport facility in Stillwater County is the Columbus Airport – Woltermann Memorial which is classified as a General Aviation (GA) Airport. The Airport is managed by a five-member Joint City-County Airport Board that serves in an advisory capacity to the Town of Columbus and the Stillwater County Board of Commissioners.

The airport came into operation in 1953 and consisted of an unlighted 2,600 foot by 50-foot gravel strip, six hangars and a wind cone. In 1961, the airport paved a 2,800 foot by 55-foot runway and connecting taxiway to hangars to the northwest were paved. In 1998, a major renovation of the airport was completed. A new paved and lighted 75-foot X 3,800-foot runway was constructed, with the Runway 10 threshold being approximately located just off the south side of the original runway at midfield. An apron area was constructed on the north side of the runway near midfield, as well as a parallel taxiway from the apron to the east end of the runway and ladder taxiway at midfield to the apron. A dog leg taxilane was also constructed off the north side of the parallel taxiway that serves today's eastern hangar block. The renovation involved the relocation of hangars and beacon, and installation of a new wind cone at today's location. In 2002 the parallel taxiway was extended to the west to the threshold of Runway 10 to provide for a full-length parallel taxiway. In 2010 the airport was renamed Columbus Airport – Woltermann Memorial. Starting in 2017 and completed in 2018, a major reconstruction project was completed that included reconstruction of the entire airfield pavement system including the runway, parallel taxiway and apron. The airfield electrical system was also rehabilitated to include installation of a new beacon, new primary wind cone, new supplemental wind cone, new runway edge lights, new PAPIs at both thresholds, and new electrical vault equipment.

Operations today consist of a 3,800 foot by 75-foot paved runway and taxiway, a 9-foot tall wildlife deterrent fence around the facility, 18 hangars, 17 based aircraft, and a Pilot's Lounge with fueling services available. Funding for the airport is provided primarily by the Federal Aviation Administration (~90%) and MDT Aeronautics Division, with the remaining funds coming from the City of Columbus and Stillwater County (10%).

Capital improvements identified by the board include:

Table 3 – Airport Priorities

Schedule	Proposed Improvements	Estimated Cost
2021	Rehabilitate Runway 10/28 (Pavement Maintenance)	\$161,134
2022	No Project Planned	\$0
2023	Planning – Conduct Environmental Study for Land Acquisition	\$160,000
2024	Acquire Land for Approach Protection & development	\$550,000
2025	Rehabilitate Runway 10/28 (Pavement maintenance)	\$175,000
2026	No Projects Planned	\$0
		Total Approximate Cost: \$1,046,134

Bridge Priorities



Ingersol Bridge Replacement - 2019

Stillwater County maintains a total of 30 bridges, 26 major bridges and 4 minor bridges. Major bridges are classified as bridges with spans greater than 20-feet and are inspected by MDT on a biennially basis. Minor bridges are all bridges 20-feet or less and are the responsibility of the County to inspect. It is typical for the minor bridges to be inspected during CIP updates, however, Great West recently completed bridge inspections for the minor structures in 2016 as part of the Bridge Capital Improvement Plan. It was decided by the County to have Great West utilize the previous bridge rates for the minor structures, and update the major structures based on MDT inspection reports. Updated bridge data is provided in Appendix A. The overall bridge data was sorted, low (most critical) to high (less critical) based on sufficiency rating (S.R.) of each bridge. Once the initial rankings based on S.R. were completed, the Engineer and County prioritized certain bridge deficiencies, safety of the traveling public, bridge use, and available detour routes. Table 7 summarizes the County's plan to address its bridge needs over the next ten years (FY 2021 through FY 2031).

Table 4 – Bridge Priorities

County Bridge No.	Road	Crossing	Recommended Improvements	Schedule	Cost	Proposed Funding
JL1	Johnson Lane	Stillwater River	Replacement	2021	\$2.5M	MDT Off-system
SR2	North Stillwater RD	Garrigus Ditch	Replacement	2021	\$170,000	MDT Off-system
FN1	1 st NW PC	Cove Ditch	Replacement	2022	\$430,000	County
CR1	Cemetery Road	Valley Creek	Replacement	2022-2024	\$500,000	TSEP/County

*currently under construction (bid 12/17/2020)

Building Priorities



Stillwater County is responsible for the operation and maintenance of numerous buildings, including the County Courthouse, Pavilion, Search & Rescue building, and Road and Bridge Department Buildings.

Stillwater County recently completed a separate Facilities Capital Improvements Plan (FCIP) that covers building improvements. The County has currently shifted phased development of projects and continues to plan for the future, while continuing to gain more public input into the projects. The table below summarizes the proposed improvements associated with the FCIP plan.

Table 5 – FCIP Building Priorities

Building/ Department	Location	Improvement Proposed	Schedule	Estimated Cost
Fairgrounds Events Center	New Property N. of Interstate	Pavilion, Leuthold Bldg, Livestock Bldg., outdoor arena & sitework	2021-2022	\$5.0M
Law & Justice Center	New Building @ current fairgrounds	~22,000 SF 2-story building w/ storage facility	2021-2022	\$10.0M
Stillwater County Office Building	New Building @ current fairgrounds	~15,000 SF 2-story building	2022-2023	\$5.7M
County Library	New Building adjacent to Court House	New building to expand current services. Will also include extension office	2024-2025	\$4.7M
Renovate Court House	Existing Court House	Revitalize existing courthouse: elevator access & new restrooms, expanded parking, Outdoor amphitheater/classroom	2025+	\$2.7M
				Approximate Total: \$28.1M

Based on the input from County staff, the table below provides facility priorities, needs, and costs as available. The information on needed building improvements and priorities was provided by County staff.

Table 6 – Building Priorities

Building/ Department	Location	Improvement Proposed	Schedule	Estimated Cost
Sand Shed	Road & Bridge-Columbus	Construction of new sand storage facility	2021-2022	\$320,000
Road & Bridge Office -Columbus	Old shop/Vehicle Maintenance Bldg	Roof repair of existing building	2021-2022	\$32,000
Road & Bridge-Molt	Current Shop Yard	Install new bathroom facility and septic system at the existing shop (new well and drain field)	2021-2022	\$40,000
Road & Bridge Office -Rapelje	Current Building	Roof repair of existing office building (liquid roof sealant)	2021-2022	\$5,000
Road & Bridge Office -Fishtail	New Location in Absarokee	Replace building at new site (50x70 building, heated, assumed \$130/sf)	2022-2023	\$455,000
Road & Bridge-Columbus	Current Shop Yard	Construction of a new lean-to shed for additional storage purposes	2022-2023	\$200,000
Approximate Total: \$1,052,000				

County Equipment Priorities

Each County department owns and maintains a variety of equipment necessary for the efficient provision of services. The tables below identify the current equipment priorities for various County departments.

Table 7 – Library Priorities

Equipment/Facilities	Schedule	Estimated Cost
Bookmobile/Vehicle for Outreach	2022	\$35,000
Total Approximate Cost: \$35,000		

Table 8- Road Department Priorities

Equipment/Facilities	Schedule	Estimated Cost
Purchase 2 New Belly Dump Trailers	2021-2022	\$60,000 each = \$120,000
Purchase New Roller	2021-2022	\$260,000
Total Approximate Cost: \$380,000		

Table 9 - Solid Waste Priorities

Equipment/Facilities	Schedule	Estimated Cost
Office Personnel Vehicle	2022	\$35,000
Roll-off Truck and Hook Lift	2023	\$150,000
Total Approximate Cost: \$185,000		

Table 10 - Weed-Department Priorities

Equipment/Facilities	Schedule	Estimated Cost
Office Personnel Vehicle	2022	\$35,000
Total Approximate Cost: \$35,000		

Law Enforcement and Emergency Services Priorities



Stillwater County provides law enforcement, fire protection, and disaster and emergency services throughout the County.

The Sheriff's Department is responsible for the patrol of approximately 1805 square miles including services for the Towns of Absarokee, Fishtail, Molt, Nye, Park City, Rapelje, and Reed Point. Services provided by the Department include: general patrol, criminal investigations, civil process, making arrests, dispatching emergency services, and overseeing search and rescue activities. Jail services are contracted with neighboring agencies. Staffing includes the Sheriff and eleven uniformed deputies, one of which serves as a school resource officer. The office also has one civil process server, two administrative assistants, eight dispatchers, and one evidence technician. The County received a federal grant in 2021 for \$170,000 to purchase a new DES – Incident Command Trailer.

Fire protection is provided by a combination of rural fire districts and fire departments, both of which operate with volunteer firefighters. The County has four fire districts which are:

- Absarokee Rural Fire District (EMT/Ambulance Services)
- Broadview Rural Fire District (serves four counties, most calls served by Billings or Laurel Fire Departments)
- Columbus Rural Fire District (paid staff & volunteer) (EMT/Ambulance Services)
- Park City Rural Fire District (EMT/Ambulance Services)

In addition to the rural fire districts there are two Stillwater County fire departments. These include:

- Molt Fire Department
- Rapelje Company

The following table identifies the recommended capital improvements and associated costs for law enforcement, fire protection and emergency services.

Table 11 – Law Enforcement and Emergency Services Equipment Priorities

Department	Capital Equipment	Quantity	Schedule	Estimated Cost
Sheriff/Coroner Office	Record Keeping Software	1	2021-2022	\$200,000
Sheriff/Coroner Office	Additional New Vehicles (From 2 every year to 3-4)	2	Annually	\$90,000
				Total Potential Cost: \$290,000

Parks and Recreation Priorities

County Operated Facilities

The County owns the Stillwater County Fairgrounds and Pavillion building. The facility is managed by the Facilities Department. The Facilities Department manages all county road maintenance buildings, the weed buildings, and court house facilities.

The Stillwater Fairgrounds is host to the annual county fair. The Fair features 4-H exhibits, livestock exhibits, as well as commercial and food vendors. The Stillwater Pavillion can also be rented out for wedding events and other special celebrations.

County Owned Parkland

The county currently owns a total of 159 acres of land used as traditional park use. Table 15 below breaks down the areas of County owned parkland by community. The acreage includes only parkland that has been obtained through subdivision easement, deed, or donation.

Table 12 – County Owned Parkland

Community	Acres of Parkland
Absarokee	67
Fishtail	2
Molt	4
Nye	36
Park City	12
Rapelje	25
Reed Point	12
Total	159

A comprehensive park plan document was prepared by Stillwater County Commission, Stillwater County Planning Board, City-County Planning Board, Stillwater County Planning Staff, and the County GIS Coordinator (2008). This plan outlined the parks throughout Stillwater County and the community's desires for these parks. The list below is summary of the issues/goals identified in that document.

Table 13 - Recreation Park Priorities

Priority	Location	Project
Low	Fishtail	Improve access to public lands
Low	Fishtail	Improve the appearance of the Rosebud Isle Fishing Access
Low	Fishtail	Educate the public about viewshed preservation and the benefits of conservation easements
Low	Nye	Develop a community only park
Low	Park City	Establish a park district, determine the deed restriction on old park
Low	Park City	Develop new park space in conjunction with Park City School District.
Low	Rapelje	Sell unused parkland for a suitable use
Low	Reed Point	Build sheltered facility, plant trees, and install sprinkler irrigation system in Community Club's Park.

*County parks are currently managed by communities with no funding directly provided by the County.

Road Priorities



Stillwater County has a total of 1,017 miles of county roads and maintains about 900 of those miles. These roads consist of major and minor collector systems, as well as local roads. Based on the MDT Functional Classification Guide, major and minor collectors have the following characteristics.

Major Collector: Service to travel of primarily intra county importance, serves important travel generators (ie County Seats, consolidated schools, mining or logging areas).

Minor Collector: Land use access and spaced at intervals consistent with population density.

Local Roads: Provide basic access between residential and commercial properties, connecting with higher order roadways. Local roads are all remaining roads not classified under higher systems.

MDT's functional classification's data has identified the following as major collector roads:

1. Molt-Rapelje Road: approx. 23 miles, 3-mile section east of Rapelje is paved the rest is gravel. Average width is 24-feet. Beginning at the Town of Rapelje and extending to the town of Molt.
2. Big Timber Road: west of Rapelje, gravel road that is approximately 8 miles long and 18 to 22-feet wide. Begins at the town of Rapelje and extends west to the County line
3. The Big Coulee Road: Begins at the intersection with Big Timber Road and extends north to the County line, approximately 12.5 miles.
4. Shane Creek Road: 12.5 mile road extending from Highway 78 to the county line. 4 of those miles are paved, widths vary from 16 to 24-feet. The last one mile of this road is Patterson Ranch Road (Cooney Dam Road) to the intersection with the county line.
5. Stillwater River Road: 14-miles of gravel road extending from the end of MDT's portion (near the intersection of Spring Creek Road) to the town of Nye.

The minor collector roads per MDT's functional classifications include the following and have road widths generally between 18 and 24 feet wide:

1. Gooseneck, Arnold, Downer, & Hageman Roads: Begins at the County line on Gooseneck Road and extends to the Rapelje/Molt Road. Total Road segment length is 20.8-miles.
2. Battle Butte, Flat, Peterson, Wheat Basin, Columbus Molt Roads: Gravel road connecting Molt to the Rapelje Road (MDT HWY 306). Total road segment length is 18.8-miles
3. The Columbus – Molt Road: Graveled bus route extending from the intersection with Old US 10 to the intersection with Lone Tree Road. Total road segment length is 4.9-Miles
4. Springtime, Svenson, Trees Roads: these roads form a major collector serving the Reed Point area. These roads combine for a total of 27-miles of gravel road with a width from 19 to 21-feet.
5. Countryman Creek Road: 2.5-mile-long paved road with widths from 19 to 25-feet. Begins at the intersection with Highway 78 and extends west to the intersection with Huntley Butte Road. The remainder of the road is classified as local.
6. Whitebird Creek, Maki Hill,Joe Hill Creek Roads: has 2 miles of paved surface and 9.9 miles of gravel surface, widths vary from 13 to 29-feet. Beginning at the intersection with Highway 78 and extended south to intersection with Shane Creek Road.
7. West Rosebud Road: This road is 20.5 miles long, the first six miles are paved with widths around 25 feet. The remaining gravel section is only 19 feet wide. Begins at the intersection with Rd. 419 (Nye Road) and extends to the Forest Service Boundary.
8. Fiddler Creek Road: Begins at the intersection with West Rosebud Road and loops back to Road 419 (Nye Road), approximately 6.8 miles.
9. West Fork Road (Limestone Road): a 4.7-mile section of gravel road extending from Stillwater River Road to the forest service boundary.
10. Nye Road: The last 4.9 miles of Nye Road is a county minor collector road. This 24-foot paved road provides a main access to Custer National Forest and Absarokee-Beartooth Wilderness.
11. South Park City Road: Paved road extending from Park City east to the county line, approximately 3.6 miles.

Figure 3 provides a visual representation of this data along with MDT Routes.

About 500 miles of roads are considered local roads and are maintained by the County. The local roads are mostly gravel roads with a width less than 24 feet.

Absarokee, Fishtail, Molt, Rapelje, Reed Point, and Park City all have town streets (gravel and paved) that are maintained by Stillwater County. It was decided in the scoping meeting for the CIP document that the town streets would not be included in the Paser road inventory to help control project costs.

As part of the CIP update, Great West completed a road assessment of roughly 640 miles of gravel and 40 miles of paved roads throughout the county. This assessment involved evaluating the condition of each road based on the Paser Road Evaluation Criteria. The overall Paser Rating for each road was determined and used to rank each road based on condition. The roads were ranked from lowest to highest, with lower numbers indicating worse road condition(s). This rating system was used to systematically prioritize the road improvements for the County. The following table lists the highest priority road projects as identified by the County Road Supervisor based on the Paser Rating system. The full list of roads and rankings is included in Appendix C.

Table 14 – Paved County Road Priorities

Road	Recommended Improvement	Length (miles)	Schedule	Estimated Cost
S. Park City Road	Striping, misc. maintenance	3.07	2021	\$40,000
Cemetery Road	Striping, misc. maintenance	4.94	2021	\$50,000
Molt-Rapelje Road	Widen, Patch, Crack Seal	2.94	2021	N/A*
Brumfield Road	Widen, Patch, Crack Seal, Ditch Rebuild	2.34	2022	N/A*
Pine Hill Road	Widen, Patch, Crack Seal	0.25	2022	N/A*
Springtime Road	Widen, Crack Seal	1.25	2023	\$84,000
S. Park City Road	Shoulder Widening (millings from State)	3.07	2026	\$75,000
Cemetery Road	Shoulder Widening (millings from State)	4.94	2026	\$120,000
Total Approximate Cost: \$369,000				

*Likely transition road back to gravel

Table 15 – Unpaved County Road Priorities

Road	Recommended Improvement	Total Length (miles)	Repair Length (miles)	Schedule	Estimated Cost
Five Mile Road	Gravel, Drainage, Widening	5.02	5.02	2021	\$268,000
Downer Road	Gravel, Drainage, Widening	6.01	2.0	2021	\$88,000
Stillwater River Road	Gravel	13.42	3.42	2021	\$86,000
Spring Creek Rd. Sec. 2	Gravel	6.38	3.25	2022	\$128,000
Houglund Road	Gravel	12.87	6.0	2022	\$100,000
Valley Creek Rd.	Gravel & Widening	12.1	6	2023	\$236,500
Pleasant Valley Rd.	Gravel, Drainage, Widening	5.99	5.99	2024	\$291,000
Total Approximate Cost: \$1,197,500					

Unit price estimates for the described resurfacing and reconstruction improvements were prepared assuming work would be done by the county crews (equipment and labor already accounted for in budget). It is important to recognize that the recommended improvements are considered applicable in accordance with the context of this preliminary analysis. At the actual construction stage, each road should be thoroughly analyzed to verify the applicable maintenance or repair measure needs.

Road improvements likely to occur in smaller sections to be financially feasible for the County and to complete work on multiple different roads throughout the county every year.

In addition to maintaining county roads, the County also budgets for gravel crushing of 100,000 cubic yards each year.

The gravel road ratings considered the overall Paser score as well as road class and general usage of the facility. Some Paser ratings may be higher than other roads but were prioritized due to usage.

WHEATLAND

STILLWATER COUNTY

Figure 3 - County Maintained Roads & Functional Classifications



Spatial Reference
Name: NAD 1983 StatePlane Montana FIPS 2500
Projection: Lambert Conformal Conic



0 3.75 7.5 15 Miles

Major Collectors - County Maintained

- 1 - Molt-Rapelje Road
- 2 - Big Timber Road
- 3 - Big Coulee Road
- 4 - Shane Creek Road
- 5 - Stillwater River Road

Minor Collectors - County Maintained

- 1 - Gooseneck, Arnold, Downer, Hageman Roads
- 2 - Battle Butte, Flat, Peterson, Wheat Basin Roads
- 3 - The Columbus - Molt Road
- 4 - Springtime, Svenson, Trees Roads
- 5 - Countryman Creek Road
- 6 - Whitebird Creek, Maki Hill, Joe Hill Creek Roads
- 7 - West Rosebud Road
- 8 - Fiddler Creek Road
- 9 - West Fork Road (Limestone Road)
- 10 - Nye Road
- 11 - S Park City Road

300
GOLDEN
VALLEY
COUNTY

Broadview

YELLOWSTONE
COUNTY
302
401

SWEET GRASS
COUNTY

Limestone

10

Absaroka-Beartooth
Wilderness

Absaroka

Beartooth

Wilderness

PARK
COUNTY

Alpine

CARBON
COUNTY

Roscoe

Luther

Re

Absarokee

78

420

419

WEST
ROSEBUD
RD

Fiddler Creek

8

West Rosebud

7

Nye

9

Stillwater

RD

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S Park City

Road

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Functional Class

- Major Collector
- Minor Collector
- Local
- MDT Maintained Routes
- NHS Interstate (MDT)
- Stillwater County

*Road maintenance & classification data provided by Montana Department of Transportation, March 22, 2021

Solid Waste Infrastructure Priorities



Stillwater County currently has nine collection sites for solid waste. Seven of the collection sites are staffed by county employees. These sites are located south of Absarokee, north of Nye, west of Park City, west of Reed Point, west of Columbus, east of Rapelje, west of Broadview, east of Molt, and south of Molt.

County residents generate approximately 5,000 tons of solid waste per year. The waste is collected at each of the collection sites, brought to the Stillwater County Transfer Station for compaction. Once the solid waste is compacted into a receiving container, the container is transported to the City of Billings Regional Landfill located in Billings.

Recyclables collected at each site varies but in general includes metal, aluminum, oil, electronics, and batteries. The recyclable materials are then transported to Pacific Recycling in Billings.

Table 16 - Solid Waste Priorities

Location	Improvement	Schedule	Estimated Cost
Absarokee Site	Replace Compactor #2 w/ 6 yd. compactor	2022	\$60,000
Rapelje Site	Add 4 yd. compactor	2023	\$40,000
Park City	Add 6 yd compactor	2024	\$100,000
Park City	3 phase converters on 2 Compactors	2024	\$10,000
			Total Approximate Cost: \$210,000

All solid waste capital improvements are budgeted through the specific enterprise fund for solid waste, Stillwater County general funds are not contributed to these improvements.

WHEATLAND

STILLWATER COUNTY

Figure 4 - Solid Waste Facilities



Spatial Reference
Name: NAD 1983 StatePlane Montana FIPS 2500
Projection: Lambert Conformal Conic



0 3.75 7.5 15 Miles

GOLDEN VALLEY
COUNTY

YELLOWSTONE
COUNTY

Rapelje Site

BIG LAKE

Molt Site

302

Reed Point
Site



Columbus
Transfer
Station
Columbus

421

Park City
Site

SWEET GRASS
COUNTY

Absarokee

Absarokee
Site



Nye Site

419

420

MYSTIC
ISLAND LAKE
SILVER LAKE

CARBON
COUNTY

PARK
COUNTY



Stormwater Priorities



Stormwater is an ever-growing concern as communities continue to grow and considering most of the communities in Stillwater County were built at a time that stormwater was not properly addressed. Most of the stormwater infrastructure that the county maintains consists of culverts adjacent to or under county roadways, and roadside ditches. These infrastructure improvements are covered under the road section of the CIP, but there are still other stormwater improvements that need to be addressed and primarily associated with the un-incorporated towns and city's throughout the county that fall under Stillwater Counties jurisdiction. The only stormwater priorities that were identified during this CIP process were the remaining two phases for Absarokee Alleys Stormwater improvements project. Other stormwater projects will be added to this list as issues arise.

Table 17 - Stormwater Priorities

Project	Schedule	Cost
Park City Storm Drainage Plan (PER)	2021-2022	\$30,000
Absarokee Alleys Stormwater Improvements Phase 2	2024-2026	\$94,000
Absarokee Alleys Stormwater Improvements Phase 3	2024-2026	\$45,000
Total Approximate Cost: \$169,000		

*potential for TSEP and/or DNRC planning grant

Water Priorities



The communities of Absarokee, Columbus, and Rapelje have central water systems that provide water to the residence of these communities. The remaining communities are served by individual water systems which include wells, springs, and cisterns. The City of Columbus operates the water system in Columbus. Being that Columbus is an incorporated city, analysis of their system and capital improvements is excluded from this CIP.

Absarokee is operated under a water district that was created in 1996. The water system in Absarokee consists of a series of four active wells which vary in depth from 40 to 110 feet. These wells provide the town with a water capacity of 340,000 gallons per day in the winter and 840,000 gallons per day in the summer. The district also has two water tanks that provide 400,000 gallons of storage capacity. The distribution system throughout Absarokee consisted of older 4" and 6" wrapped steel and 6" & 8" PVC pipe. All of the wrapped steel pipe was replaced and upsized per the 2016 PER with construction completed in 2018. Phase 4 improvements of the 2016 PER was the only phase not completed in 2018 and included adding another transmission main under the river and looping some of the existing mains for better flow throughout the system.

Rapelje's water system is supplied by a developed spring south of town with two submersible pumps and three pressure tanks that provide "on-demand" water for the 40-50 users. Chlorine is added to help combat the very hard water and presence of calcium carbonates. Water is distributed to residence by 2-inch diameter lines. Rapelje water system changed over to a water and sewer district in 2010, as part of this change DEQ required all users to install reverse osmosis systems which was completed prior to 2010.

Both districts charge rates to their users which help generate funds for capital improvement needs. General county budget is not used to fund capital improvements.

Table 18 – Water System Priorities

Project	Schedule	Cost
Absarokee: PER 2016 Phase 4 – transmission main	2023	\$770,000
Absarokee: Explore and develop redundant water supply	2024	\$1,000,000
Absarokee: add additional storage- 175k to 235k tank	2025	\$800,000
Total Approximate Cost: \$2,570,000		

Wastewater Priorities



Absarokee wastewater Lagoon

Absarokee, Columbus, Reed Point, and Park City are the only communities in Stillwater County that have public sewer systems. The remaining communities are served by individual septic systems. Similar to water systems, Columbus operates and maintains their own sewer system as an incorporated town and is excluded from this CIP.

Absarokee sewer system is managed by Stillwater County through rural special improvement districts. A Preliminary Engineering Report was completed for the Wastewater Treatment portion of the sewer system in 2016. The improvements recommended by this PER are currently under construction (Construction started November 2020) due to an administrative order from DEQ. The collection system for Absarokee consists of asbestos cement, clay tile, and pvc pipe. Some of these mains have been in place since the 1950's and is exhibiting significant I&I issues.

Park City's sewer collection and treatment system was constructed in 1968 and is managed by the Park City water & sewer district. The collection system consists of clay, asbestos cement, and pvc pipe. The sewer treatment system consists of a three cell, five-acre lagoon. The district owns sufficient land to develop a fourth cell and currently has sufficient capacity.

Reed Point Water and Sewer District was formed in 1992 and constructed a sewer system in 1995 consisting of 8-inch PVC collection mains, a dual pump lift station, and a two-cell facultative treatment

pond that is equipped with aerators and discharges to a center pivot irrigation system on an adjacent hay field. The field is privately owned, but the district has an 18-acre irrigation easement.

Table 19 – Wastewater System Priorities

Project	Schedule	Cost
Absarokee: I&I Study	2022	\$20,000
Absarokee: Collection System Replacement*	2023-2026	\$100,000/Block
Park City: Sewer System PER (1 st step in sewer expansion)	2026	\$60,000
Total Approximate Cost: \$980,000		

*Sewer replacement cost based on a general per block cost and could vary depending on specific site, surface rehab., and utility conflicts.

PUBLIC PARTICIPATION



Stillwater County provided a draft document for the community to review and provide feedback to the county. Public notices of the draft documents availability and a public hearing being held on January 26, 2021 were published in the Stillwater County Newspaper on December 31, 2020 and January 7, 2021. The county received lots of public input on the document with 23 residents at the meeting. The county held another public hearing on May 25, 2021 to adopt a resolution for this CIP. In addition to the recent public hearings, the Commissioner's complete a traveling agenda meeting on an annual basis which involves traveling around to each community to hold a community roundtable where residents can voice their concerns and the Commissioners can better direct resources to help serve each community.

Next Steps

Funding Considerations

The County Commissioners value the input of residents and the staff of each County department regarding their lists of critical needs and priorities. This information is invaluable for planning and prioritizing the capital improvements the County chooses to pursue. However, due to Stillwater County's budgetary constraints, residents and County staff need to understand that the County faces significant financial challenges. This is particularly true when viewed in the context of national and state budget conversations and how they affect the County's overall budget.

Given the uncertain future of federal and state funding, the importance of capital improvements planning is greater than ever, and Stillwater County has established this CIP to determine priorities during their annual budgeting process. The CIP will also allow the County to be more fiscally proactive and resilient.

Priority Recommendations

Stillwater County has updated the Capital Improvements Plan (CIP) with the intended purpose of establishing priorities during the budgeting process. The County has taken extensive measures to

include department and community input in establishing the priorities listed in this document. While all projects have been identified as needed in the County, the Commissioners made the difficult decision to identify the final priorities. Their prioritizations were based on various impacts to the entire County.

Using a template prepared by the Montana Department of Commerce for its Capital Improvements Planning Manual, the Stillwater County Commission prioritized projects within the planning range of this document and arranged them based on the anticipated schedule of the project. The responsibility of prioritizing each project belonged solely to the County Commissioners with input from their department managers, staff, and the public.

Each year, the Commissioners will utilize the CIP as they set the County's overall budget. An annual update will be necessary as projects are completed or priorities change.

Timeline

In general, Stillwater County will initiate the development of priority projects within one to three years of adoption of the CIP. The Commissioners might commence with the development of lower priority projects sooner if funding becomes available. However, the undertaking of many of the less urgent projects will likely not occur within the five-year planning period of this document.

The implementation of all the projects listed in this CIP is contingent on the availability of funding

Financing Improvements

Determining how to finance a project is one of the most difficult and important parts of completing a capital improvement project. The County's analysis to fund projects is meant to keep user rates and tax rates stable and maximize state and federal loan and grant aid for capital expenditures. Incurring some debt is expected with large capital projects, and evaluation will need to balance debt service and operating expenditures and determine the County's available debt capacity and acceptable debt service levels. The goal of this CIP is to plan for improvements that will reduce the overall financial burden of capital improvements upon County residents.

The following is a brief description of the most common funding sources used by Montana communities to fund capital improvement projects. Funding options include bonding, creating special improvement districts and capital improvement funds, impacting service charges, and federal, state, and private grant and loan funding. This is not an all-inclusive list of funding opportunities. The method financing the County selects will depend on the scope and budget of a project. Each option should be carefully evaluated based on the project and needs and capacity of the community.

Bonding

The different types of bonds authorized under state law have specific applications and requirements.

General Obligation Bonds

- General obligation (G.O.) bonds are guaranteed by the full faith and credit of the local government issuing the bonds. By pledging the jurisdiction's full faith and credit, the government undertakes a legally binding pledge to repay the principal and interest by relying upon its taxing authority (7-7-4204, MCA). This obligation must, therefore, be ratified by an affirmative vote of the citizens before the bonds may be issued (7-7-4221, MCA). Due to the relative security of the repayment of G.O. bond principal and interest, and because the interest paid to the bondholders (lenders) may be exempt from state and federal taxes, lenders are usually willing to accept a lower rate of interest. As a result, the cost of the capital project will be somewhat less for the local government and their taxpayers.

Revenue Bonds

- Revenue bonds are not guaranteed by the taxing authority of the local government entity issuing the bonds, and they are, therefore, somewhat less secure than G.O. bonds. Even though the bondholder's interest earnings on revenue bonds may also be tax exempt, the bond market will usually demand somewhat higher interest rates to attract lenders. Revenue bonds are backed only by the revenues from fees paid by the users of the capital facility, such as a municipal water or wastewater system or Rural Improvement District (RID) for County improvements such as roads and bridges. Because revenue bonds do not involve a pledge of the full faith and credit (taxing authority) of the municipal government, revenue bonds do not require voter approval (7-7-4104 and 7-7-4426, MCA).

Rural Improvement Districts

Rural Improvement Districts (R.I.D.) may be formed to repay loans and have been used extensively to install water lines, sewer lines, paved streets, curbs, gutters, sidewalks, etc. Certain steps and requirements must be followed, and Title 7, Chapter 12 of Montana Code Annotated should be reviewed and followed.

The steps required to form an R.I.D. are as follows:



An R.I.D. can be requested either by property owners or by the County Commission. If during the public hearing portion of the process, 51% or more of the property owners protest the issue, it cannot proceed. Timing is important because the “financing” of these types of projects is through the taxation process.

Capital Improvement Fund

Montana budget law provides that municipal governments may appropriate money to a capital improvement fund from any of the several government funds in the amount up to 10 % of the money derived from that fund’s property mill tax levy (7-6-616 ,MCA). The CIP must be formally adopted by resolution of the governing body and should include a prioritized schedule for replacement of capital equipment or facilities with a minimum \$5,000 value and a five-year life span, as well as the estimated cost of each item.

Service Charges

The most common source of revenue to meet operating and debt service costs of utility systems are by monthly service charges to all users. The service rates should be established to reflect charges to various customer classes or users according to the benefits received.

Annual Needs Assessment

Local governments are encouraged to annually assess their needs. A needs assessment can focus only on public infrastructure or it can include every service provided by the government. This assessment should occur before elected officials and department heads begin to prepare their budgets for the next fiscal year.

There are several methods for assessing a community’s needs. Public hearings, online surveys, questionnaires in local newspapers, advisory committees, and preliminary engineering or architectural reports are just a few of the ways Montana communities have assessed their needs.

However, as needs are measured, it is very important that the information be thoroughly documented and the information presented to the public. See the section Public Outreach and Engagement on page 6 for a description of how Stillwater County attempted to measure the County's needs for this CIP.

Grant and Loan Funding

***Planning Grants:** An important part, and the initial step to addressing capital improvement projects is adequate planning. Like this CIP, the County must plan for specific projects in order to be successful at making improvements.*

Department of Commerce Treasure State Endowment Program (TSEP) Grants can provide up to \$15,000 for preparing Preliminary Engineering Reports and Capital Improvements Plans. These grants require a dollar-for-dollar match.

Department of Natural Resources and Conservation (DNRC) Renewable Resource Grant and Loan Program (RRGL) offers planning grants that can be used for preparation of new PER (\$15,000 max), Technical Narrative (\$10,000 max), and updates to Technical Narratives and PER's, as well as CIP's (\$5,000 max). The planning must address natural resources concerns.

Department of Commerce Community Development Block Grant (CDBG) Planning Grants are available on an annual cycle up to \$50,000 for planning activities and documents (Growth Policy, CIP, Housing Plans, CEDS, etc.) and preparation of Preliminary Engineering Reports (PER), Preliminary Architecture Reports (PAR). CDBG will only consider funding a PER or PAR if the applicant is unsuccessful with TSEP and DNRC. CDBG planning grants require a 1:3 Match.

Montana Office of Tourism and Business Development Tourism Grants are available to Certified Regional Development Corporations (CRDC's), tribal governments, or other economic development organizations, not part of a CRDC region, to support economic development planning activities. Projects include central business district redevelopment; industrial development; feasibility studies; creation and maintenance of baseline community profiles; matching funds for federal funding; preproduction costs for film or media; and administrative expenses. In general, the Department will award up to one dollar of Big Sky Trust Fund Program dollars for every dollar in documented matching funds up to a total of \$25,000.

USDA Rural Development (RD) Special Evaluation Assistance for Rural Communities and Households (SEARCH) grants are available for rural areas with populations 2,500 or less and have a median household income below the poverty line or less than 80 percent of the statewide non-metropolitan median household income. Funds can be used to pay predevelopment planning costs, including feasibility studies to support applications for funding water or waste disposal projects, preliminary design and engineering analysis, and technical assistance for the development of an application for financial assistance.

Treasure State Endowment Program (TSEP) is a state funded grant program administered by the

Construction Grants and Loans: Once a project is determined and appropriate planning has been completed, there is a variety of grant and loan sources to fund construction of the capital project.

Montana Department of Commerce (MDOC). TSEP provides financial assistance to local governments for infrastructure improvements. Grants can be obtained from TSEP for up to \$500,000 if the projected user rates are less than 125% of the target rate, \$625,000 if projected user rates are between 125% and 150% of the target rate, and up to \$750,000 if the projected user rates are over 150% of the target rate. TSEP grant recipients are required to match the grant dollar for dollar, but the match may come from a variety of sources including other grants, loans, or cash contributions.

Renewable Resource Grant and Loan Program (RRGL) is funded through interest accrued on the Resource Indemnity Trust Fund and the sale or Coal Severance Tax Bonds. RRGL is a state program administered by the Montana Department of Natural Resources and Conservation (DNRC). RRGL's primary purpose is to conserve, manage, develop, or protect Montana's renewable resources. Grants of up \$125,000 are available for projects that meet one of more of these objectives.

Community Development Block Grant (CDBG) is a federally funded program by the US Department of Housing and Urban Development (HUD) and administered through the Montana Department of Commerce. The primary purpose of the CDBG Program is to benefit low to moderate-income (LMI) families. To be eligible for CDBG funding an applicant must have an LMI of 51% or greater. The CDBG grant funds can be applied for in an amount of up to \$450,000 with a limit of \$20,000 per LMI household, therefore, a community needs at least 23 LMI households to apply for the maximum grant funds. The use of CDBG funds requires a 25% local match that can be provided through cash funds, loans, or a combination thereof.

USDA Rural Development Water and Environmental Program (RD) provides grant and loan funding to districts, municipalities and counties for infrastructure projects that improve the quality of life and promote economic development in Rural America. Communities with populations less than 10,000 are eligible to apply; however, RD gives the highest priority to projects that serve rural areas with populations equal to or less than 1,000. RD bases grant eligibility and loan interest rates on a community's median household income and user rates. If the area to be served has an MHI of \$38,205 or lower and the project is necessary to alleviate a health and/or sanitation concern, up to 75% of the RD funded project costs are grant eligible. RD usually advises communities not to expect grant awards greater than 25% of the RD funded project costs.

USDA Rural Development (RD) Community Facilities provides grant and loan funding to develop essential community facilities in rural areas. Funds can be used to purchase, construct, and / or improve essential community facilities, purchase equipment and pay related project expenses. Examples of essential community facilities include health care facilities, public facilities (town halls, courthouses, airport hangars, streets), community support services (child care centers, community centers, fairgrounds), public safety, educational services, local food systems and food banks. Grant funding is based on population and median household income.

Drinking Water and Water Pollution Control State Revolving Fund (DWSRF & WPCSRF) provides low-interest loan funds for water, wastewater, stormwater, and solid waste projects. The SRF program is administered by the Montana Department of Environmental Quality.

Economic Development Administration (EDA) provides grant funding for infrastructure projects that are demonstrated to be needed for the placement of a new business. The amount of grant is dependent on the number of jobs created.

Montana Department of Transportation, Transportation Alternatives (TA) Program is a federally funded program that provides funding for programs and projects defined as transportation alternatives. Transportation alternatives include on and off road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility. They also include community improvement activities, and environmental mitigation, recreational trail program projects, safe routes to schools projects, and projects for planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. A 13.42% match is required for all off-system projects.

National Park Service Rivers, Trails and Conservation Assistance provide Technical Assistance to community groups, nonprofits, tribes, and state and local governments to design trails and parks, conserve and improve access to rivers, protect special places, and create recreation opportunities.

National Endowment for the Arts(NEA) has several assistance programs to fund Creative place-making and including art into revitalization work, including parks, downtown pathways, plazas, green spaces, wayfinding, cultural tourism. All programs have a 1:1 Match.

Department of Health and Human Services- Community Economic Development (CED) program works to address the economic needs of individuals and families with low income through the creation of sustainable business development and employment opportunities. CED's projects create employment opportunities.

Bridge and Road Safety and Accountability Act (BaRSAA) was passed by Montana's 65th Legislature and provides for graduated increases in the motor fuel tax by fiscal year 2023 (6 cents in gasoline/2 cents in diesel). Each year, 35% or \$9.8 million of the proceeds (whichever is greater) is allocated to the Montana Department of Transportation (MDT) and the remainder (approximately \$21 million by FY 2021) is allocated to local governments. BaRSSA funds can be used by local governments to pay for the construction, reconstruction, maintenance, and repair of rural roads, city or town streets and alleys, bridges, or roads and streets that the city, town, county, or consolidated city-county government has the responsibility to maintain. Capital equipment is not eligible.

Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP) provides funding, via the Montana Department of Transportation (MDT) for the rehabilitation and replacement of deficient bridges. There is funding for both On-System and Off-System bridges:

- 1) On-System Bridge Replacement and Rehabilitation Program: The On-System Bridge Program receives funding through the Federal HBRRP. The On-System Bridge Program receives 65% of the HBRRP funds. In general, On-System Bridge projects are funded with 80% federal funds and 20% state funds. Projects eligible for funding under the On-System Bridge Program include all highway bridges on the State system. The funds can be used for either rehabilitation or replacement.
- 2) Off-System Bridge Replacement and Rehabilitation Program: The Off-System Bridge program receives 35% of the Federal HBRRP allocation. Off-System Bridge projects are funded with 80% Federal funds and 20% State funds. Projects eligible for funding under the Off-System Bridge Program include all bridges not "on-system," at least 20 feet long in length, and have a sufficiency rating of less than 80.

Procedures for selecting bridges into both programs are based on a ranking system that weights various elements of a structure's condition and considers local priorities. MDT Bridge Bureau personnel conduct a field inventory of off-system bridges on a two-year cycle.

Federal Land Access Program (FLAP) was created to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. With 386,833 acres of federal lands, Custer County is an excellent candidate for FLAP funding. Grant awards can be substantial; however, the program requires a 13.42% match.

FEMA Assistance to Firefighters (AFG) the goal of the Assistance to Firefighters Grants (AFG) is to enhance the safety of the public and firefighters with respect to fire-related hazards by providing direct financial assistance to eligible fire departments. This funding is for critically needed resources to equip and train emergency personnel to recognized standards, enhance operations efficiencies, foster interoperability, and support community resilience. Grant awards range from a few thousand dollars to hundreds of thousands of dollars. Eligible uses of funds include fire trucks, EMS equipment, personal protective equipment, equipment, and modifying facilities. FEMA also has funds to fund fire prevention and safety programs, fire station construction, and staffing for adequate fire and emergency response.

The match for jurisdictions that serve 20,000 residents or fewer is 5 percent of the grant awarded.

Hazard Mitigation Plans (HMP) The HMP Program, authorized by Section 203 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, is designed to assist States, U.S. Territories, Federally-recognized tribes, and local communities in implementing a sustained pre-disaster natural hazard mitigation program. The goal is to reduce overall risk to the population and structures from future hazard events, while also reducing reliance on Federal funding in future disasters. HMP grants are funded annually by Congressional appropriations and are awarded on a nationally competitive basis.

FEMA requires state, territorial, tribal, and local governments to develop and adopt hazard mitigation plans as a condition for receiving certain types of non-emergency disaster assistance, including funding for PDM mitigation projects. For more information on the mitigation plan requirement, visit <https://www.fema.gov/hazard-mitigation-plan-requirement>.

Private Foundations can provide funding for various capital improvement projects. Local and national foundations can support community development initiatives and offer unique opportunities to fund capital projects.

Appendix A – Bridge Data

TABLE 1 STILLWATER COUNTY EXISTING BRIDGE DATA

# OF BRIDGES	MDT BRIDGE NO.	MDT STRUCTURE ID	COUNTY BRIDGE NO.	COMMON NAME	ROAD	CROSSING	EXISTING STRUCTURE TYPE	YEAR BUILT	NO. OF SPANS	STRUCTURE LENGTH (ft)	POSTED LOAD (tons)	STRUCTURAL CONDITION	MDT INSPECTION DATE	GWE INSPECTION DATE	S.R. (2020)	S.R. (2021)
2021 CIP UPDATE																
1	L48128000+04001	04474	JL1	Johnson	Johnson Lane	Stillwater River	Steel Truss	1907	3	163	4	Poor	2020		22.9	18.4
2	Minor Bridge		SR2	-	North Stillwater Road	Garrigus Ditch	CIP Concrete	NA	1	12	None	Fair		2008	46.0	
3	L48378000+07401	04505	FN1	PC 1NW BD	1st NW PC	Cove Ditch	Steel	1935	1	31.8	None	Fair	2020	2017	54.9	54.9
4	L48166001+02001	04483	CR1	-	Cemetery Road	Valley Creek	Steel	1940	1	33	None	Poor	2020	5/1/2019	61.6	61.6
OTHER MINOR BRIDGES (<20 FEET)																
1	Minor Bridge		KC1	Fred Wheeler	Keyser Creek Road	Unknown	Timber	NA	1	20	None	Good		5/1/2019	83.2	
2	Minor Bridge		MR1	-	Old Mill Road	Old Mill Ditch	Steel	1998	1	10	None	Good		5/1/2019	93.1	
3	Minor Bridge		BG1	-	Benedict Gulch	Cove Ditch	P/C Concrete Trideck	1997	1	24	None	Good		2017	-	
OTHER MAJOR BRIDGES (>20 FEET)																
1	L48083000+07001	04463	RR1	Reedpoint Bridge	Reedpoint Road	Yellowstone River	P/C Concrete I-Beam	2000	4	505	None	Fair	2020		78.2	78.2
2	L48200001+04001	04486	WD1	Whitebird	Whitebird Road	Whitebird Creek	P/C Concrete Trideck	1998	1	28	None	Good	2019		79.4	79.4
3	L48209000+01001	04491	SH1	-	Sleepy Hollow	West Rosebud Creek	P/C Concrete Trideck	2004	1	60	None	Good	2020		83.4	83.4
4	L48160000+01001	04481	YP1	-	Youngs Point	Big Ditch	P/C Concrete Trideck	2003	1	36.3	None	Good	2019		87	87.0
5	L48144000+02001	04479	NR2	-	Nitche Road	Rosebud Creek	P/C Concrete Bulb Tee	2002	1	122	None	Good	2020	5/1/2019	88.4	88.4
6	L48117006+01001	04472	CC3	Dave Saunders	Countryman Creek Road	Countryman Creek	P/C Concrete Trideck	1996	1	48	None	Good	2020		89	89.0
7	L48201002+00001	04487	WF1	WFLC	West Fork	Limestone Creek	P/C Concrete Trideck	2004	1	46.4	None	Good	2020		92.1	92.1
8	L48207003+06001	04489	WR1	Allen Grade	West Rosebud	West Rosebud Creek	Prestressed Concrete	2017	1	105	None	Good	2019		92.1	92.1
9	L48117000+03001	04470	CC1	Fireman's Point	Countryman Creek Road	Stillwater Overflow	P/C Concrete Bulb Tee	2006	1	70	None	Good	2020		92.8	92.8
10	L48207000+03001	04488	WR2	-	West Rosebud	West Rosebud Creek	P/C Concrete Bulb Tee	2004	1	88.6	None	Good	2020		93.1	93.1
11	S00419021+03001	06780	LS1	-	419 Limestone	W. Fork Stillwater River	P/C Concrete	2003	1	78	None	Good	2019		93.3	93.3
12	S00419021+04001	06781	LS2	-	419 Limestone	W. Fork Stillwater River	P/C Concrete	2003	1	78	None	Good	2019		93.3	93.3
13	L48148000+01001	04480	RC1	Rosebud Cem.	Rosebud Cemetery	Butcher Creek	P/C Concrete Trideck	2013	1	57.6	22 Ton	Good	2019		94.1	94.1
14	L48139003+03001	04477	GC1	Grove Creek	Grove Creek	Fishtail Creek	P/C Concrete Trideck	2004	1	45	None	Good	2020		97.9	97.9
15	L48242000+03001	04495	CN1	-	Centennial Road	Keyser Creek	P/C Concrete Trideck	2006	1	46.4	None	Good	2021		98	98.0
16	L48109004+03001	04465	VC3	Orser	Valley Creek Road	Valley Creek	P/C Concrete Trideck	2008	1	58	None	Good	2020		98.5	98.5
17	L48110001+02001	04467	VC1	Bob Story	Valley Creek Road	Valley Creek	P/C Concrete Bulb Tee	2010	1	94	None	Good	2020		98.5	98.5
18	L48193004+02001	04484	SW2	Red Bridge	Stillwater River Road	Stillwater River	P/C Concrete Bulb Tee	2008	1	122	None	Good	2019		98.6	98.6
19	L48117000+04001	04471	CC2	-	Countryman Creek	Stillwater River	Steel	1988	3	192	None	Good	2020		98.8	98.8
20	L48132000+01001	04475	NS1	Riverside Inn	North Stillwater Road	Stillwater River	P/C Concrete I-Beam	2001	3	181	None	Good	2020		99	99.0
21	L48133000+05001	04476	SC1	-	Spring Creek Rd	Stillwater River	Prestressed Concrete	2018	1	133	None	Good	2020	2018	99.9	99.9
22	L48142000+01001	04478	IR1	-	Ingersoll Road	West Rosebud Creek	Prestressed Concrete	2019	1	90	None	Good	2020	2019	99.9	-

Appendix B – Road PASER Data

Highlighted cell indicates Paser Score of 3 or lower

PAVED ROAD DATA								PROPOSED IMPROVEMENTS				
Road Name	Road Classification	Paser Rating	Condition	Date Inspected	Length (miles)	Length (ft)	Width Widening (ft)	Crack Seal	Patch	Drainage	Widen	Cost
								\$ 3.75	\$ 10.50	\$ 2.50	\$ 2.25	
BIG TIMBER RD	Major Collector	2.0	Poor	8/12/2020	0.14	757	6	\$ 2,840.61	\$ 7,953.70	\$ 1,893.74	\$ 10,226.19	\$23,000
BRUMFIELD RD	Local	1.5	Poor	8/6/2020	2.34	12340	4	\$ 46,275.80	\$ 129,572.25	\$ 30,850.54	\$ 111,061.93	\$318,000
BUTCHER CREEK RD	Local	3.5	Fair	8/5/2020	1.22	6443	2		\$ 67,653.28		\$ 28,994.26	\$97,000
CEMETERY RD	Local	6.0	Fair	7/29/2020	4.94	26097	2				\$ 117,435.25	\$117,500
COUNTRYMAN CREEK RD - SECTION 1	Minor Collector	7.0	Good	7/29/2020	2.42	12761	1				\$ 28,712.40	\$29,000
COUNTRYMAN CREEK RD - SECTION 2	Major Collector	4.8	Fair	8/6/2020	1.22	6438	4			\$ 16,093.79	\$ 57,937.64	\$74,500
MOLT RAPELJE RD	Major Collector	3.0	Poor	9/15/2020	2.94	15522	6	\$ 58,206.38	\$ 162,977.86		\$ 209,542.96	\$431,000
NITCHE RD	Local	4.5	Fair	8/5/2020	0.22	1144	0	\$ 4,288.48				\$4,500
OLD MILL RD - SECTION 2	Local	6.0	Fair	7/29/2020	0.40	2087	3				\$ 14,084.77	\$14,500
PINE HILL	Local	2.5	Poor	8/6/2020	0.25	1315	4	\$ 4,929.71	\$ 13,803.18		\$ 11,831.30	\$31,000
REED POINT RD	Local	4.8	Fair	8/7/2020	1.42	7513	0	\$ 28,172.51				\$28,500
SCHREINER RD - SECTION 2	Local	7.0	Good	7/29/2020	1.04	5516	0					\$0
SHANE CREEK RD	Major Collector	3.5	Fair	8/6/2020	3.50	18472	6	\$ 69,271.06	\$ 193,958.96		\$ 249,375.80	\$513,000
SHANE RIDGE RD	Local	5.0	Fair	7/30/2020	0.97	5096	0					\$0
SOUTH PARK CITY RD	Minor Collector	6.0	Fair	7/29/2020	3.07	16189	2				\$ 72,849.06	\$73,000
SPORTSMAN PARK RD	Local	5.0	Fair	7/29/2020	1.00	5271	0					\$0
SPRINGTIME RD	Minor Collector	2.8	Poor	8/7/2020	1.25	6574	4	\$ 24,652.39			\$ 59,165.73	\$84,000
STILLWATER RIVER RD - SECTION 2	Major Collector	7.0	Good	7/31/2020	1.15	6050	0					\$0
TREWIN SCHOOL RD - SECTION 2	Local	6.0	Fair	7/29/2020	0.70	3673	0					\$0
WEST ROSEBUD RD	Minor Collector	4.0	Fair	8/5/2020	6.40	33814	0					\$0
WHITE BIRD CREEK	Minor Collector	4.5	Fair	8/6/2020	1.77	9350	4	\$ 35,063.62			\$ 84,152.69	\$119,500

38.34

PAVED ROADS TOTAL COST

\$1,958,000

Paser Rating of 2 -3		Paser Rating Less than 2		UNPAVED ROAD DATA							PROPOSED IMPROVEMENTS				
Road Name	Road Classification	PASER Rating	Condition	Date Inspected	Repair Length (miles)	Total Length (miles)	Length (ft)	Width Widening (ft)	Blade	Gravel	Drainage	Widen	Cost		
									\$ 1.05	\$ 4.75	\$ 1.75	\$ 0.45			
ARNOLD RD	Minor Collector	4.25	Good	9/18/2020	3.97	3.97	20953	5					\$ 47,144.92	\$47,500	
ARNOLD RD - SECTION 1	Minor Collector	3.5	Fair	8/12/2020	3.99	3.99	21041	7					\$ 66,280.25	\$66,500	
ARNOLD RD - SECTION 2	Local	1.5	Poor	8/12/2020	1.46	1.46	7706	8		\$ 36,605.85	\$ 13,486.37		\$ 27,743.38	\$78,000	
BATTLE BUTTE RD	Minor Collector	4.5	Good	9/15/2020	3.93	3.93	20756	6					\$ 56,041.32	\$56,500	
BEAVER CREEK RD	Local	2	Poor	8/6/2020	3.04	3.04	16040	8		\$ 76,190.43			\$ 57,744.32	\$134,000	
BENBOW RD	Local	4.5	Good	8/5/2020	11.40	11.40	60192	-	\$ 63,201.60					\$63,500	
BERRY CREEK RD - SECTION 1	Local	4.75	Good	8/12/2020	2.46	2.46	12999	7					\$ 40,945.51	\$41,000	
BERRY CREEK RD - SECTION 1	Local	4.75	Good	8/12/2020	2.46	2.46	12999	7					\$ 40,945.51	\$41,000	
BIG COULEE RD	Major Collector	3.5	Fair	8/12/2020	12.49	12.49	65956	6					\$ 178,081.53	\$178,500	
BIG TIMBER RD	Major Collector	4	Good	8/12/2020	7.38	7.38	38950	8					\$ 140,219.41	\$140,500	
BLATTIE RD	Local	2	Poor	9/18/2020	0.55	0.55	2916	10		\$ 13,851.00	\$ 5,103.00		\$ 13,122.00	\$32,500	
BOKMA RD	Local	4.75	Good	9/15/2020	4.16	4.16	21988	6					\$ 59,366.44	\$59,500	
BRINKLE RD	Local	4	Good	8/12/2020	4.97	4.97	26221	7					\$ 82,597.55	\$83,000	
BRUMFIELDS RD	Local	2	Poor	8/6/2020	2.49	2.49	13141	10		\$ 62,417.94	\$ 22,996.08		\$ 59,132.79	\$145,000	
BUCK CREEK RD - SECTION 2	Local	2	Poor	7/29/2020	4.75	4.75	25055	2		\$ 119,013.32			\$ 22,549.89	\$142,000	
BUCK CREEK RD SECTION 1	Local	2	Poor	7/29/2020	5.43	5.43	28658	-		\$ 136,126.13	\$ 50,151.73			\$186,500	
BUSTEED RD	Local	1.25	Poor	8/7/2020	1.00	1.00	5288	12		\$ 25,120.27			\$ 28,557.78	\$54,000	
CADILLAC HILL RD	Local	2.5	Poor	9/15/2020	1.91	1.91	10102	10		\$ 47,982.41			\$ 45,457.02	\$93,500	
CASH RD	Local	3.75	Fair	9/18/2020	0.92	0.92	4875	6					\$ 13,161.16	\$13,500	
CHURCH RD	Local	3.5	Fair	8/12/2020	2.14	2.14	11279	8		\$ 53,573.05			\$ 40,602.73	\$94,500	
CLAPPER FLATT RD	Local	3.25	Fair	9/23/2020	3.76	3.76	19855	6					\$ 53,608.65	\$54,000	
COLES RD	Local	3	Fair	9/23/2020	3.10	3.10	16383	6					\$ 44,234.67	\$44,500	
COLES RD EAST	Local	3	Fair	9/23/2020	1.01	1.01	5338	9					\$ 21,620.88	\$22,000	
COLUMBUS MOLT RD	Minor Collector	4	Good	9/15/2020	1.45	1.45	7660	6					\$ 20,681.03	\$21,000	
COLUMBUS MOLT RD LAKE VIEW TO COLES	Minor Collector	3	Fair	9/23/2020	2.04	2.04	10780	7	\$ 11,319.46				\$ 33,958.39	\$45,500	
COLUMBUS MOLT RD2	Minor Collector	3.25	Fair	9/18/2020	6.00	6.00	31664	4					\$ 56,994.98	\$57,000	
COOMBS FLATT RD	Local	3.75	Fair	9/23/2020	5.29	5.29	27917	5					\$ 62,813.49	\$63,000	
COUNTRYMAN CREEK RD	Major Collector	4	Good	8/6/2020	12.60	12.60	66552	10					\$ 299,486.02	\$299,500	
COW FACE HILL RD.	Local	3	Fair	7/30/2020	3.90	3.90	20609	3	\$ 21,639.22				\$ 27,821.86	\$49,500	
DANNENBERG RD	Local	3	Fair	9/18/2020	1.01	1.01	5314	6					\$ 14,348.29	\$14,500	
DAVIDSON CREEK RD	Local	3.5	Fair	8/5/2020	1.52	1.52	8045	10					\$ 36,203.01	\$36,500	
DOWNER RD	Minor Collector	2.75	Poor	9/18/2020	2.00	6.01	10560	4		\$ 50,160.00	\$ 18,480.00		\$ 19,008.00	\$88,000	
DOWNS RD	Local	3	Fair	9/18/2020	1.01	1.01	5326	7					\$ 16,775.68	\$17,000	
EAST SHANKS BASIN RD	Local	4.75	Good	8/7/2020	0.88	0.88	4666	8					\$ 16,797.06	\$17,000	
EASTLICK RD	Local	2	Poor	9/23/2020	1.98	1.98	10471	10		\$ 49,739.02	\$ 18,324.90		\$ 47,121.17	\$115,500	
EDER RD	Local	3	Fair	8/7/2020	2.00	2.00	10576	6	\$ 11,105.20				\$ 28,556.24	\$40,000	
ERFLE RD	Local	2.25	Poor	8/12/2020	4.09	4.09	21570	8		\$ 102,455.23			\$ 77,650.28	\$180,500	
FIDDLER CREEK RD	Minor Collector	3.5	Fair	8/5/2020	6.75	6.75	35631	2	\$ 37,412.60				\$ 32,067.94	\$69,500	
FIVE MILE RD	Local	1.5	Poor	8/7/2020	5.02	5.02	26489	8		\$ 125,823.36	\$ 46,355.98		\$ 95,360.86	\$268,000	
FLAT RD	Local	1	Poor	9/15/2020	12.01	12.01	63410	-		\$ 301,197.60	\$ 110,967.54			\$412,500	
FRANKS RD	Local	2	Poor	8/12/2020	0.99	0.99	5222	12		\$ 24,802.68			\$ 28,196.73	\$53,000	
GEE RD	Local	4.5	Good	9/15/2020	9.73	9.73	51367	6					\$ 138,689.55	\$139,000	
GOOSENECK RD	Part Minor Collector	3	Fair	8/12/2020	7.08	7.08	37361	5	\$ 39,229.49				\$ 84,063.19	\$123,500	
GORR RD	Local	2	Poor	9/15/2020	3.99	3.99	21056	12		\$ 100,015.49	\$ 36,847.81		\$ 113,701.82	\$251,000	
GREENWOOD RD	Local	1	Poor	9/15/2020	1.18	1.18	6254	-		\$ 29,707.49	\$ 10,944.86			\$41,000	
GROVE CREEK RD	Local	4.5	Good	8/5/2020	6.71	6.71	35409	2					\$ 31,867.85	\$32,000	
HAGEMAN RD	Minor Collector	3	Fair	9/18/2020	4.82	4.82	25468	7					\$ 80,223.25	\$80,500	
HAIL STONE BASIN RD	Local	3	Fair	9/15/2020	8.87	8.87	46845	8	\$ 49,187.17				\$ 168,641.71	\$218,000	
HANSER RD	Local	3.5	Fair	8/12/2020	1.01	1.01	5318	10					\$ 23,930.24	\$24,000	
HAP TREES RD	Local	4	Good	8/5/2020	0.93	0.93	4885	8					\$ 17,586.37	\$18,000	
HENRY HILL RD	Local	1	Poor	8/7/2020	6.27	6.27	33099	12		\$ 157,217.92	\$ 57,922.39		\$ 178,731.95	\$394,000	
HERZOG RD	Local	4.5	Good	8/12/2020	0.59	0.59	3117	7					\$ 9,818.04	\$10,000	
HINES RANCH RD	Local	3	Fair	8/12/2020	13.46	13.46	71066	8	\$ 74,619.32				\$ 255,837.66	\$330,500	
HOG FARM RD	Local	3	Fair	8/12/2020	1.00	1.00	5301	9	\$ 5,565.84				\$ 21,468.23	\$27,500	
HOUGLAND RD	Minor Collector	3.5	Fair	8/12/2020	6.00	12.87	31680	7					\$ 99,792.00	\$100,000	

Paser Rating of 2 -3		Paser Rating Less than 2		UNPAVED ROAD DATA							PROPOSED IMPROVEMENTS					
Road Name	Road Classification	PASER Rating	Condition	Date Inspected	Repair Length (miles)	Total Length (miles)	Length (ft)	Width Widening (ft)	Blade	Gravel	Drainage	Widen	Cost			
									\$ 1.05	\$ 4.75	\$ 1.75	\$ 0.45				
HUCKE RD	Local	1.5	Poor	9/18/2020	3.05	3.05	16110	12		\$ 76,522.87	\$ 28,192.64	\$ 86,994.42		\$192,000		
HUNTLEY BUTTE RD (WEST OF MILLER RD)	Local	1	Poor	8/6/2020	3.61	3.61	19054	10		\$ 90,506.34	\$ 33,344.44	\$ 85,742.85		\$210,000		
HUNTLEY BUTTE RD.	Local	3	Fair	7/29/2020	3.99	3.99	21079	1	\$ 22,132.71		\$ 36,887.84	\$ 9,485.45		\$69,000		
INGERSOLL CREEK RD	Local	5	Good	8/5/2020	2.94	2.94	15539	-						\$0		
JACK STONE CREEK RD - SECTION 1	Local	2	Poor	7/30/2020	4.31	4.31	22773	3		\$ 108,169.79	\$ 39,852.03	\$ 30,742.99		\$179,000		
JACK STONE CREEK RD - SECTION 2	Local	2	Poor	7/30/2020	3.02	3.02	15923	3		\$ 75,632.35	\$ 27,864.55	\$ 21,495.51		\$125,000		
JACK STONE CREEK RD - SECTION 3	Local	3	Fair	7/30/2020	0.37	0.37	1931	3	\$ 2,027.31					\$5,000		
JACK STONE EAST	Local	2.5	Poor	8/6/2020	1.52	1.52	8046	12		\$ 38,220.29		\$ 43,450.43		\$82,000		
JACK STONE EAST RD	Local	3	Fair	7/30/2020	1.82	1.82	9584	2						\$8,625.59	\$9,000	
JAKES RD	Local	3	Fair	9/23/2020	3.25	3.25	17179	9	\$ 18,037.96					\$69,574.97	\$88,000	
JOE HILL CREEK RD	Minor Collector	4.5	Good	8/6/2020	3.40	3.40	17945	9						\$72,676.33	\$73,000	
JONES HILL - SECTION 1	Local	2.5	Poor	8/7/2020	5.05	5.05	26675	11		\$ 126,708.11	\$ 46,681.94	\$ 132,043.19		\$305,500		
JONES HILL RD - SECTION 2	Local	3	Fair	8/7/2020	3.82	3.82	20162	8	\$ 21,169.75					\$72,581.99	\$94,000	
JONES HILL RD - SECTION 3	Local	4.75	Good	8/7/2020	1.06	1.06	5590	7						\$17,609.67	\$18,000	
JONES HILL RD - SECTION 3	Local	3	Fair	8/12/2020	2.89	2.89	15251	8						\$54,905.27	\$55,000	
KEYSER CREEK RD	Local	2.5	Poor	8/12/2020	5.40	5.40	28487	7		\$ 135,314.51				\$89,734.89	\$225,500	
KITCHEN DITCH RD	Local	4.5	Good	8/5/2020	0.50	0.50	2615	11						\$12,943.01	\$13,000	
KUNESH RD	Local	1.5	Poor	8/12/2020	6.86	6.86	36244	10		\$ 172,158.48	\$ 63,426.81	\$ 163,097.51		\$399,000		
L E PETERSON RD	Local	3.25	Fair	9/15/2020	10.96	10.96	57852	8						\$208,268.87	\$208,500	
LAKEVIEW RD	Local	1.5	Poor	9/18/2020	3.94	3.94	20789	10		\$ 98,747.87	\$ 36,380.80	\$ 93,550.62		\$229,000		
LEHFELD RD	Local	1.5	Poor	8/12/2020	1.02	1.02	5363	12		\$ 25,475.59	\$ 9,385.74	\$ 28,961.72		\$64,000		
LEUTHOLD RD	Local	3	Fair	9/23/2020	4.98	4.98	26294	6						\$70,993.75	\$71,000	
LIMESTONE RD	Minor Collector	3.5	Fair	7/31/2020	5.76	5.76	30398	2						\$27,358.05	\$27,500	
LINGER RD	Local	2.25	Poor	9/18/2020	5.19	5.19	27379	8		\$ 130,049.39				\$98,563.75	\$229,000	
LONE TREE RD	Local	2.5	Poor	9/15/2020	12.55	12.55	66277	7		\$ 314,816.70	\$ 115,985.10	\$ 208,773.18		\$640,000		
LOWER FLAT RD	Local	2.5	Poor	7/30/2020	2.76	2.76	14584	4	\$ 15,313.69					\$26,252.04	\$42,000	
LOWER GROVE CREEK RD	Local	3.5	Fair	8/5/2020	3.23	3.23	17028	2	\$ 17,879.44					\$15,325.23	\$33,500	
LUTGEN RD	Local	2.75	Poor	9/15/2020	2.99	2.99	15772	10		\$ 74,915.30				\$70,972.39	\$146,000	
MAKI HILL RD	Minor Collector	4.5	Good	8/6/2020	1.09	1.09	5764	9						\$23,345.44	\$23,500	
MASON RD	Local	3.5	Fair	8/5/2020	1.59	1.59	8416	6		\$ 39,976.18				\$22,723.30	\$63,000	
MCDONALD BASIN RD	Local	2.5	Poor	8/5/2020	0.51	0.51	2708	10		\$ 12,860.86				\$12,183.97	\$25,500	
MCFARLAND RD	Local	2	Poor	9/18/2020	5.95	5.95	31434	10		\$ 149,312.08	\$ 55,009.71	\$ 141,453.55		\$346,000		
MCKEITH RD	Local	3.25	Fair	8/7/2020	1.18	1.18	6231	10						\$28,041.35	\$28,500	
MCNALEY RD	Local	3.75	Fair	8/6/2020	5.91	5.91	31204	8	\$ 32,763.75					\$54,606.25	\$112,332.86	
MEINS RD	Local	2.5	Poor	8/12/2020	1.96	1.96	10337	10		\$ 49,102.76				\$46,518.41	\$96,000	
MEYERS CREEK RD.	Local	3.5	Fair	7/31/2020	2.41	2.41	12728	4						\$22,910.33	\$23,000	
MILLER RD - SECTION 1	Local	3	Fair	7/29/2020	0.42	0.42	2193	1	\$ 2,302.80					\$986.92	\$3,500	
MILLER RD SECTION 2	Local	3	Fair	7/29/2020	3.79	3.79	19986	-		\$ 94,932.25					\$95,000	
MILLER RD SECTION 3	Local	4	Good	7/29/2020	0.83	0.83	4389	2						\$3,950.25	\$4,000	
MOHR LANE	Local	4	Good	7/29/2020	0.81	0.81	4272	4						\$7,689.48	\$8,000	
MOLT RAPELIE RD	Major Collector	3.5	Fair	9/15/2020	9.49	9.49	50088	5						\$112,698.23	\$113,000	
MOSDAL RD	Local	2	Poor	9/18/2020	2.79	2.79	14740	9		\$ 70,016.77	\$ 25,795.65	\$ 59,698.51		\$156,000		
MOUNTAIN VIEW RD	Local	2.5	Poor	9/18/2020	0.96	0.96	5087	12		\$ 24,164.36	\$ 8,902.66	\$ 27,471.06		\$61,000		
N MEINS RD	Local	2.75	Poor	8/12/2020	1.09	1.09	5738	10		\$ 27,257.07	\$ 10,042.08	\$ 25,822.48		\$63,500		
N STILLWATER RD - SECTION 1	Local	4	Good	7/30/2020	3.37	3.37	17798	1						\$8,009.14	\$8,500	
N STILLWATER RD - SECTION 2	Local	4	Good	7/30/2020	5.35	5.35	28241	1						\$12,708.23	\$13,000	
NICHE RD	Local	3.5	Fair	8/5/2020	1.22	1.22	6457	6						\$17,433.94	\$17,500	
NO NAME OFF DOWNER RD	Local	1	Poor	9/18/2020	-	-	-	12							\$0	
NO NSME OFF MCFARLAND	Local	1	Poor	9/18/2020	1.98	1.98	10454	-		\$ 49,658.38	\$ 18,295.19				\$68,000	
NORDAL RD	Local	3.25	Fair	9/18/2020	0.57	0.57	3013	10						\$13,558.71	\$14,000	
NYE CEMETARY RD	Minor Collector	4	Good	8/5/2020	3.54	3.54	18688	10						\$84,093.79	\$84,500	
OIL WELL RD	Local	4.5	Good	9/23/2020	4.20	4.20	22181	6						\$59,887.75	\$60,000	
OLD MILL RD - SECTION 1	Local	3	Fair	7/29/2020	1.16	1.16	6142	4	\$ 6,449.40					\$11,056.11	\$28,500	
PAINTED ROBE RD	Local	2	Poor	8/12/2020	8.49	8.49	44845	10		\$ 213,015.10	\$ 78,479.25	\$ 201,803.78		\$493,500		
PATTERSON RANCH RD	Local	4.75	Good	8/6/2020	1.13	1.13	5959	6						\$16,088.28	\$16,500	

Paser Rating of 2 -3		Paser Rating Less than 2		UNPAVED ROAD DATA							PROPOSED IMPROVEMENTS							
Road Name		Road Classification	PASER Rating	Condition	Date Inspected	Repair Length (miles)	Total Length (miles)	Length (ft)	Width Widening (ft)	Blade	Gravel	Drainage	Widen	\$ 1.05	\$ 4.75	\$ 1.75	\$ 0.45	Cost
PETERSON RD	Minor Collector	4.5	Good	9/18/2020	4.05	4.05	21403	5										\$ 48,157.54
PHIPPS RD	Local	2	Poor	8/7/2020	3.98	3.98	21038	12			\$ 99,931.79	\$ 36,816.97	\$ 113,606.66		\$ 250,500.00			
PHIPPS RD - SECTION 2	Local	3	Fair	8/7/2020	2.04	2.04	10779	11	\$ 11,317.89									\$ 53,355.78
PINE HILL RD	Local	3	Fair	8/6/2020	1.93	1.93	10188	12										\$ 55,015.92
PLEASANT VALLEY RD	Local	2.75	Poor	9/18/2020	5.99	5.99	31612	6			\$ 150,157.18	\$ 55,321.07	\$ 85,352.50		\$ 291,000.00			
PONY LN	Local	3	Fair	9/18/2020	5.98	5.98	31562	6										\$ 85,217.07
POPE RD	Local	3	Fair	7/29/2020	0.98	0.98	5180	-	\$ 5,439.11			\$ 9,065.19						\$ 15,000.00
RAPELIE/MOLT	Major Collector	4	Good	9/18/2020	11.22	11.22	59224	2										\$ 53,301.45
RAY RD	Local	2.25	Poor	9/15/2020	4.76	4.76	25111	9			\$ 119,275.43	\$ 43,943.58	\$ 101,698.00		\$ 265,000.00			
REED POINT RD	Local	4.25	Good	8/7/2020	3.46	3.46	18286	5										\$ 41,142.85
REIFLE RD	Local	3.75	Fair	9/23/2020	5.02	5.02	26496	7										\$ 83,462.75
REILAND RD	Local	1	Poor	9/18/2020	1.11	1.11	5864	12										\$ 31,666.83
RETIREMENT WAY	Local	3	Fair	8/7/2020	1.14	1.14	6022	9										\$ 24,387.12
ROSS RD	Local	2.75	Poor	9/23/2020	0.99	0.99	5209	10	\$ 5,469.22									\$ 23,439.50
S BEAVER CREEK RD - SECTION 1	Local	3	Fair	7/31/2020	2.41	2.41	12744	6										\$ 34,409.15
S BEAVER CREEK RD - SECTION 2	Local	2	Poor	7/31/2020	2.25	2.25	11899	8		\$ 56,518.16								\$ 42,834.81
S. FIDDLER CREEK RD	Local	4.5	Good	8/5/2020	1.56	1.56	8234	10										\$ 37,051.55
SCHREINER RD - SECTION 1	Local	3	Fair	7/29/2020	1.43	1.43	7531	2	\$ 7,907.19									\$ 6,777.59
SHANE CREEK RD	Major Collector	3.5	Fair	8/6/2020	8.18	8.18	43195	8	\$ 45,354.23									\$ 155,500.21
SHANE RIDGE RD.	Local	3	Fair	7/30/2020	3.72	3.72	19649	-	\$ 20,631.45									\$ 21,000.00
SLEEPY HOLLOW RD	Local	1.5	Poor	8/5/2020	1.29	1.29	6795	12	\$ 7,134.42									\$ 36,691.31
SOUTH GROVE CREEK RD	Local	3	Fair	8/5/2020	0.98	0.98	5179	4	\$ 5,437.68									\$ 9,321.74
SPORTSMAN PARK RD. SECTION 2	Local	4	Good	7/29/2020	0.55	0.55	2890	3										\$ 3,901.27
SPRING CREEK RD - SECTION 1	Local	3	Fair	7/30/2020	1.15	1.15	6097	-		\$ 28,961.05								\$ 29,000.00
SPRING CREEK RD - SECTION 2	Local	3	Fair	7/31/2020	3.25	6.38	17160	6		\$ 81,510.00								\$ 46,332.00
SPRINGTIME RD	Minor Collector	4	Good	8/7/2020	14.65	14.65	77372	6										\$ 208,904.22
STAGECOACH RD - SECTION 1	Local	2	Poor	8/7/2020	9.24	9.24	48787	12		\$ 231,739.20								\$ 232,000.00
STAGECOACH RD - SECTION 2	Local	2.25	Poor	8/12/2020	4.03	4.03	21298	9		\$ 101,167.66								\$ 187,500.00
STILES RD	Local	1.75	Poor	8/12/2020	6.03	6.03	31855	12		\$ 151,309.81	\$ 55,745.72	\$ 172,015.37		\$ 379,500.00				
STILES RD - SECTION 2	Local	1	Poor	8/12/2020	6.38	6.38	33697	11		\$ 160,059.56	\$ 58,969.31	\$ 166,798.91		\$ 386,000.00				
STILLWATER RIVER RD.	Major Collector	3	Fair	7/31/2020	3.42	13.42	18058	-		\$ 85,773.60								\$ 86,000.00
STOCKADE RD.	Local	3.5	Fair	7/31/2020	5.55	5.55	29300	2	\$ 30,765.47									\$ 26,370.40
SVENSON RD	Minor Collector	4	Good	8/7/2020	6.71	6.71	35403	7										\$ 111,520.01
SWINDLER RD	Local	2.5	Poor	8/7/2020	0.71	0.71	3747	10		\$ 17,798.79								\$ 16,862.02
TREES ROAD	Minor Collector	3	Fair	8/7/2020	4.16	4.16	21957	6		\$ 104,295.34								\$ 59,283.66
TREWIN SCHOOL RD	Local	3	Fair	7/29/2020	1.99	1.99	10525	3	\$ 11,050.82									\$ 14,208.19
TRIPPLE TREE RD	Local	4	Good	8/7/2020	2.53	2.53	13336	8										\$ 48,008.78
UPPER FLAT RD.	Local	4	Good	7/30/2020	3.78	3.78	19970	-	\$ 20,968.01									\$ 21,000.00
VALLEY CREEK RD	Local	2.75	Poor	9/23/2020	6.00	12.10	31680	6		\$ 150,480.00								\$ 85,536.00
VISSEY RD	Local	4.5	Good	9/15/2020	0.71	0.71	3769	8										\$ 13,566.71
W PETERSON RD	Local	2.5	Poor	9/15/2020	0.93	0.93	4911	12		\$ 23,329.52								\$ 26,521.98
W SPRINGTIME RD	Minor Collector	4.5	Good	8/7/2020	5.66	5.66	29859	6										\$ 80,618.48
WEST ROSEBUD RD	Minor Collector	2	Poor	8/5/2020	7.57	7.57	39945	8		\$ 189,739.54								\$ 143,802.60
WHEAT BASIN RD	Part Minor Collector	3.75	Fair	9/15/2020	11.60	11.60	61249	6										\$ 165,373.62
WHITE BIRD CREEK RD	Minor Collector	4	Good	8/6/2020	6.47	6.47	34159	8										\$ 122,973.42
WODRICH RD	Local	3	Fair	8/12/2020	4.93	4.93	26033	11		\$ 123,655.53								\$ 253,000.00
YOUNGS PNT RD	Local	3	Fair	9/18/2020	1.14	1.14	6014	7										\$ 18,943.61
Total										606.56								UNPAVED ROADS TOTAL COST
																		\$ 16,165,500.00

Appendix C – Updated Census Data

(Insert once available)