

MISSOULA URBAN TRANSPORTATION DISTRICT
BOARD OF DIRECTORS MEETING JANUARY 25, 2018 / 12:00 PM
MUTD CONFERENCE ROOM, 1221 SHAKESPEARE STREET

AGENDA

- 1.0 Call to Order & Roll Call (12:00)
- 2.0 Changes or Additions to the Agenda
- 3.0 Public Comment on items not on the Agenda
- 4.0 Discussion Items / Reports / Comments:
 - 4.1 General Manager's Report (12:05)
- 5.0 Action Items:
 - 5.1 Minutes of December 14, 2017 (12:30)
Recommendation: Approve the minutes of December 14, 2017.
 - 5.2 Financial Statements and Ridership Reports (12:32)
Recommendation: Receive the December 2017 Financial Statements and Ridership Report.
 - 5.3 Petition for Invermere Phase 2A and Phase 3A Subdivisions for Inclusion into the Transportation District (Corey Aldridge) (12:42)
Recommendation: Approve Resolution 18-01 to expand the boundaries of the Transportation District to include Invermere Phase 2A and Phase 3A Subdivisions.
 - 5.4 Purchase of ADA Minivan (Vince Caristo) (12:47)
Recommendation: Approve the purchase of one (1) 2017 Dodge Caravan with ADA accessibility conversions from A&M Mobility, LLC of Missoula, MT for a price of \$45,474.00.
 - 5.5 Planning Committee Report (12:50)
Recommendation: No action needed.
 - 5.6 Executive Session for Personnel Matter (1:00)
- 6.0 Adjournment



MUTD General Manager Report

To: Board of Directors
From: Corey Aldridge, General Manager
For Board Meeting: January 25, 2018

<i>Attachments</i>

1. None

Transfer Center Retail Space

MUTD hired DC Engineering to create plans for installing a commercial vent hood in retail space. We anticipate having those plans this week and plan to have an invitation to bid out after that, receiving bids in early February. This would put the item on the February board agenda for approval. We will meet with Solar Plexus, LLC, onsite to look at moving the solar panels to the other side of the roof.

Strategic Plan

The Planning Committee will meet on Wednesday, January 24, to review the latest information with Staff and Jarrett Walker & Associates. The Planning Committee will provide a report at the regular board meeting.

Facilities Plan

As MUTD grows and expands so does the need for additional space for buses, employees, and maintenance. Staff continues to work on this project as time permits. I was able to meet with our Planning Committee Chair, Don MacArthur, to review preliminary space and cost estimates. The next step is for Staff draft and advertise a Request for Qualifications (RFQ) to seek applications from qualified companies. The desire is to accomplish this next step in the first quarter of 2018.

Mayor Engen is also assisting MUTD in looking for possible land opportunities necessary for the expansion.

Electric Bus Procurement

We have been working to have the necessary paperwork and approvals in place to bring to the Board for approval. At this time, we are waiting on the Federal Transit

Administration (FTA) to give approval to purchase off the Washington State purchase list. We have received some additional federal funding to allow MUTD to purchase one more bus for a total of three.

One of the buses in our fleet is currently out of service in need of a complete engine replacement. The cost is more than \$30,000. We can expect to see more of our fleet requiring engine replacement in the next few years as many of our buses are past their useful life. The three electric buses will be just the beginning of a necessary fleet replacement and growth.

Board Vacancy

The County Commissioners interviewed three (3) applicants for the board vacancy and selected Doug Odegaard to serve on the MUTD board. We are very happy to welcome Doug to our organization.

Bus Stop Master Plan

The Bus Stop Master Plan (BSMP) was adopted in 2015 and the search for outside funding sources began. We continue to apply for federal discretionary grants as they become available. We are coming up with a plan to implement the BSMP in small phases without discretionary grant funding. Don MacArthur discovered the potential opportunity to fund some portions of the BSMP using City impact fee funds. I met with Mayor Engen recently and he is agreeable to MUTD pursuing this as a funding source.

The BSMP was adopted not long after Phase 2 and Zero-fare were implemented. Since that time, ridership and development patterns have changed, and we believe it is time to update the BSMP with planned bus stop changes and costs of implementation. This will be done internally by Staff, and will be brought to the Board for approval in the coming months. Installation of new bus stop signage and amenities will greatly increase the visibility and appearance of Mountain Line throughout our community, more so than almost any other improvements we could do.

New Members of City Council

I have been meeting with the new members of the City Council to get them acquainted with MUTD and thinking about transit and how Mountain Line benefits us all. The meetings have been productive and insightful.

Housing

In order for transit to be successful it requires good land use planning. There is a great need for housing that is affordable in the heart of Missoula. It is essential for MUTD to be a part of all conversations involving housing density and affordability. Mayor Engen agrees and has added me to the Housing Steering Committee so MUTD can weigh in on decisions that affect the success of Mountain Line service. We have been very fortunate to have Andrea Davis on the committee representing Homewood, and also advocating for Mountain Line.

Operations Supervision

When Phase 2 and Zero-fare were implemented in January 2015, it was done without increasing the number of supervisors. It has been three (3) years since that time and the need for additional supervisors on the road is necessary. I am working with the Operations Department to determine what changes or additions are needed to provide adequate supervisory coverage for our Operators. We are also assessing if any additional maintenance technicians are needed. We want our employees to feel safe and supported out in the field and in the shop.

40-for-40 Zero-fare Partners

We have added five (5) new Zero-fare partners. They are MMW Architects, the Independent, Windfall, Missoula Food Bank, and Missoula Federal Credit Union. That brings our number of partners to twenty (20). We are excited to have them join this great program that benefits us all in Missoula.



**MISSOULA URBAN TRANSPORTATION DISTRICT
BOARD OF December 14, 2017
MUTD CONFERENCE ROOM, 1221 SHAKESPEARE STREET**

Draft

Members Present

Andrea Davis, Chair
Melanie Brock, Vice Chair
Amy Cilimburg, Secretary
Jesse Dodson, Treasurer
Don MacArthur
Martin Blair
Anna Margaret Goldman

Members Absent

Melanie Brock, Vice Chair

Staff

Corey Aldridge, General Manager
Dorothy Magnusen, Fin & Admin Mgr
Elizabeth Wehling, CSR
Vince Caristo, Project Mgmt Specialist
Jeff Logan, Operations Mgr

Guests

Tony Vanorny, CPA and Shareholder, J.C.C.S.

Call to Order and Roll Call

Davis called the meeting to order at 12:09 p.m. Roll call was taken.

Changes or Additions to Agenda

None

Public Comment on Items Not on the Agenda

None

General Manager's Report

Aldridge reviewed the progress that has been made towards allowing Ninja Mike's to begin operating in the Transfer Center retail space. There have been recommendations from contractors to look further into a structural engineer helping make plans for the new vent hood. The tenant is enthusiastic to move forward, so once the contract, terms, and construction costs are put together, staff will bring the information back to the Board for approval.

MacArthur and Aldridge met to look over preliminary space and cost estimates for a new Facilities Plan. Staff will draft and advertise an RFQ to work towards the next steps, hopefully by the first quarter of 2018.

MUTD is awaiting approval from the FTA to order electric busses using the Washington State purchase list. Additional federal funding has been received to purchase one more electric bus, totaling three (3) that MUTD will acquire.

Brock's term ends on December 31, 2017, and a notice has been posted to fill the vacancy. One application has been submitted, and it is hopeful that the position will be filled in the coming few months.

MUTD will hold an event in January to celebrate 40 years of service in Missoula, and announce the newest Zero-Fare partners.

The Bus Stop Master Plan (BSMP) was adopted in 2015, and the search for funds is still ongoing. In small phases, the Plan will accommodate changes to bus stop locations, as well as signage to make finding a stop easier and more accessible. MacArthur uncovered the possibility of using City impact fee funds to pay for portions of the BSMP and Staff will report to the Board as more information becomes available.

Fiscal Year 2017 Financial Audit

Vanorny, CPA and Shareholder with JCCS, presented the results of the 2017 Fiscal Year Financial Audit. Vanorny reviewed the Required Communications Letter and outcome of the Audit. The opinion on the Audit is considered "unmodified," and no instances of noncompliance were found.

Blair made a motion to accept the Fiscal Year 2017 Financial Audit report as presented by Junkermier, Clark, Campanella, Stevens P.C., (JCCS), seconded by Goldman. The motion carried unanimously.

Bus Engine Replacement

Logan discussed the need for a full engine replacement on bus number 425. Cost wise, it is equally as expensive to replace the engine as it is to replace the vehicle, and Cummins is ready to do the job. The FY2018 budget includes funds for engine replacement costs, so no budget amendments will necessary.

Cilimburg made a motion to approve the engine replacement for bus #425, not to exceed \$35,000, seconded by Dodson. The motion carried unanimously.

Disposal of Surplus Vehicles

Logan presented the disposal of three surplus vehicles, #01- 2009, #02- 2007, and #04- 2000. They have all exceeded their useful life, and have been replaced. Staff is seeking approval from the Board to dispose of these vehicles at auction.

Dodson made a motion to authorize the General Manager to dispose of Vehicles #01, #02, and #04, which are past their useful life, seconded by Goldman. The motion carried unanimously.

Minutes of November 2, 2017

MacArthur made a motion to approve the minutes of November 2, 2017, seconded by Cilimburg. The motion carried unanimously.

Financial Statements and Ridership Reports

Dodson gave the October 2017 Financial Statements and Ridership Reports. The numbers continue to track closely to budget. Current year change in net position after Capital contributions is \$75,046. Expenses are 2.94% less than budget. Senior Van has been completely separated from Paratransit, and compensation is 2.93% less than budget.

Fixed Route ridership is 3,200 more for October 2018 compared to October 2017. Ridership for FY2018 is 1.5% less than FY2017. Paratransit ridership is 520 more in FY2018 than FY2017. Senior Van ridership for FY2018 is 278 less than FY2017.

Blair made a motion to receive the October 2017 Financial Statements and Ridership Reports, seconded by MacArthur. The motion carried unanimously.

Meeting Schedule for Calendar Year 2018

The Board reviewed the proposed meeting schedule for calendar year 2018.

Blair made a motion to approve the proposed regular meeting schedule for calendar year 2018, seconded by Dodson. The motion carried unanimously.

Election MUTD Board Officers & Committees for Calendar Year 2018

Davis opened the floor for nominations for the 2018 Board Chair. Davis nominated Cilimburg, and Cilimburg accepted the nomination. Davis opened the floor for other nominations and none were received.

Davis made a motion to elect Cilimburg as Board Chair for Calendar Year 2018, seconded by Dodson. The motion carried unanimously.

Davis proposed the slate of nominations:

Vice-Chair: Jesse Dodson

Treasurer: Marty Blair

Secretary: Anna-Margaret Goldman

The nominations for committees:

Executive Committee: Andrea Davis, Jesse Dodson, and Amy Cilimburg

Planning Committee: Anna Margaret Goldman, Jesse Dodson, and Don MacArthur

Finance Committee: Marty Blair, Andrea Davis, and Jesse Dodson

Special Transportation Advisory Committee (STAC) Appeals Representative: Marty Blair

Transportation Policy Coordinating Committee (TPCC) Representative: Don MacArthur

Davis made a motion to elect the 2018 Board Officers and Committees as defined in the MUTD Bylaws, seconded by MacArthur. The motion carried unanimously.

Strategic Plan Update

Caristo gave an update on the Strategic Plan. No action was needed.

Adjournment

The meeting adjourned at 2:08 p.m.

Submitted by Elizabeth Wehling



MUTD Board Staff Report

To: Board of Directors
From: Dorothy Magnusen, Finance & Administrative Manager
Date: January 25, 2018

Subject: December 2017 Financial Statements and Ridership Reports

Attachments

1. Financial Statements
2. Ridership Reports

Recommendation: The Board receives the December 2017 Financial Statements and Ridership Reports.

Discussion:

Statement of Net Position

- Capital Reserves of \$1,631,740 is the local match for capital purchases and includes the minimum board reserve requirement of \$250,000. The FY18 annual contribution to capital reserve is \$175,000.
- Operating Reserve of \$2,624,925 is funded from the mill levy for future operations. The FY18 annual contribution to operating reserves is \$1,295,130.
- The net position of \$15,703,810 includes Unrestricted of \$5,282,520, which is available for reserve allocations.

Statement of Revenues, Expenses, and Changes in Net Position

- The December 2017 financial statements show a net change in position before Federal Capital Contributions of \$104,194.
- The Federal Capital Contribution for December 2017 is \$110,491 compared to December 2016 of \$1,447. This activity is based on capital purchases through federal and state grants, and it will fluctuate from year-to-year.
- Total Operating Revenue is 0.52% more than the budget.
- The expenses are 2.55% less than the budget. The following chart is organized by expense categories.

Description	6 Mo Ending December Actual	YTD Budget	Annual Budget	Variance Actual vs YTD Budget
Expenses:				
Compensation	2,356,208	2,440,500	4,881,000	-3.45%
General	266,297	294,908	589,815	-9.70%
Maintenance	414,152	368,828	737,655	12.29%
Transfer Center	49,853	58,055	116,110	-14.13%
Total Expenses	3,086,510	3,162,290	6,324,580	-2.40%
Admin Only Expenses:				
Travel and Meetings	9,525	16,500	33,000	-42.27%
Professional Services	80,532	81,065	162,130	-0.66%
Total Admin Only Expenses	90,057	97,565	195,130	-7.70%
Total Expenses	3,176,568	3,259,855	6,519,710	-2.55%

Ridership Report

- The Fixed Route ridership for December 2017 is 119,935 compared to 125,441 in December 2016. The annual ridership for FY2018 is 7,112 less than FY2017. December 2016 is the record high for ridership in the month of December.
- The ADA ridership for December 2017 is 2,164 compared to 1,885 in December 2016. The annual ridership for FY2018 is 1,975 more than FY2017.
- The Senior Van for December 2017 is 355 compared to 650 in December 2016. The annual ridership for FY2018 is 1,150 less than FY2017.

Missoula Urban Transportation District

Financial Statements

December 2017



	A	B	C	D	E
1	Missoula Urban Transportation District				
2	Statements of Net Position				
3	December, Fiscal Years 2018 and 2017				
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6			FY 2018		FY 2017
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Missoula Urban Transportation District
Statement of Revenues, Expenses and Changes in Net Position
For the Years Ended June 30, 2018 and 2017
Summary

	6 Mo Ending Dec 2017 Actual	YTD Budget	Annual Budget	Variance Actual vs YTD Budget	6 Mo Ending Dec 2016 Actual	YTD Budget	Annual Budget	Variance Actual vs YTD Budget
Operating Revenues:								
Property Taxes	2,718,454	2,718,455	5,436,910	0.00%	2,424,405	2,424,405	4,848,810	0.00%
Federal/State Operating Assistance	1,116,333	1,116,333	2,232,665	0.00%	1,129,609	1,135,988	2,271,975	-0.56%
Other Revenues	208,539	187,633	375,265	11.14%	182,411	133,450	266,900	36.69%
Total Operating Revenues	4,043,326	4,022,420	8,044,840	0.52%	3,736,424	3,693,843	7,387,685	1.15%
Operating Expenses:								
Operations	2,066,973	2,153,273	4,306,545	-4.01%	1,878,457	2,017,508	4,035,015	-6.89%
Maintenance	427,000	422,210	844,420	1.13%	378,323	398,065	796,130	-4.96%
General and Administrative	682,594	684,373	1,368,745	-0.26%	604,457	633,558	1,267,115	-4.59%
Total Operating Expenses	3,176,568	3,259,855	6,519,710	-2.55%	2,861,236	3,049,130	6,098,260	-6.16%
Operating Gain/(Loss)	866,759	762,565	1,525,130	13.66%	875,188	644,713	1,289,425	35.75%
Special Projects:								
Transfer Center Remodel	27,500	27,500	55,000	0.00%	27,500	27,500	55,000	0.00%
Total Special Projects	27,500	27,500	55,000	0.00%	27,500	27,500	55,000	0.00%
Gain/(Loss) After Special Projects	839,259	735,065	1,470,130	14.17%	847,688	617,213	1,234,425	37.34%
Less Reserve Contributions:								
Additions to Capital	-87,500	-87,500	-175,000	NA	-87,500	-87,500	-175,000	NA
Additions to Operating Reserves	-647,565	-647,565	-1,295,130	NA	-529,710	-529,713	-1,059,425	NA
Total Reserve Contributions	-735,065	-735,065	-1,470,130	NA	-617,210	-617,213	-1,234,425	NA
Gain/(Loss) After Reserve Contributions	104,194	0	0	NA	230,478	0	0	NA
Plus Additional Funding Sources:								
Federal Capital Contributions	110,491	0	0	NA	1,447	0	0	NA
Total Additional Funding Sources	110,491	0	0	NA	1,447	0	0	NA
Change in Net Position	214,685	0	0	NA	231,925	0	0	NA

Missoula Urban Transportation District

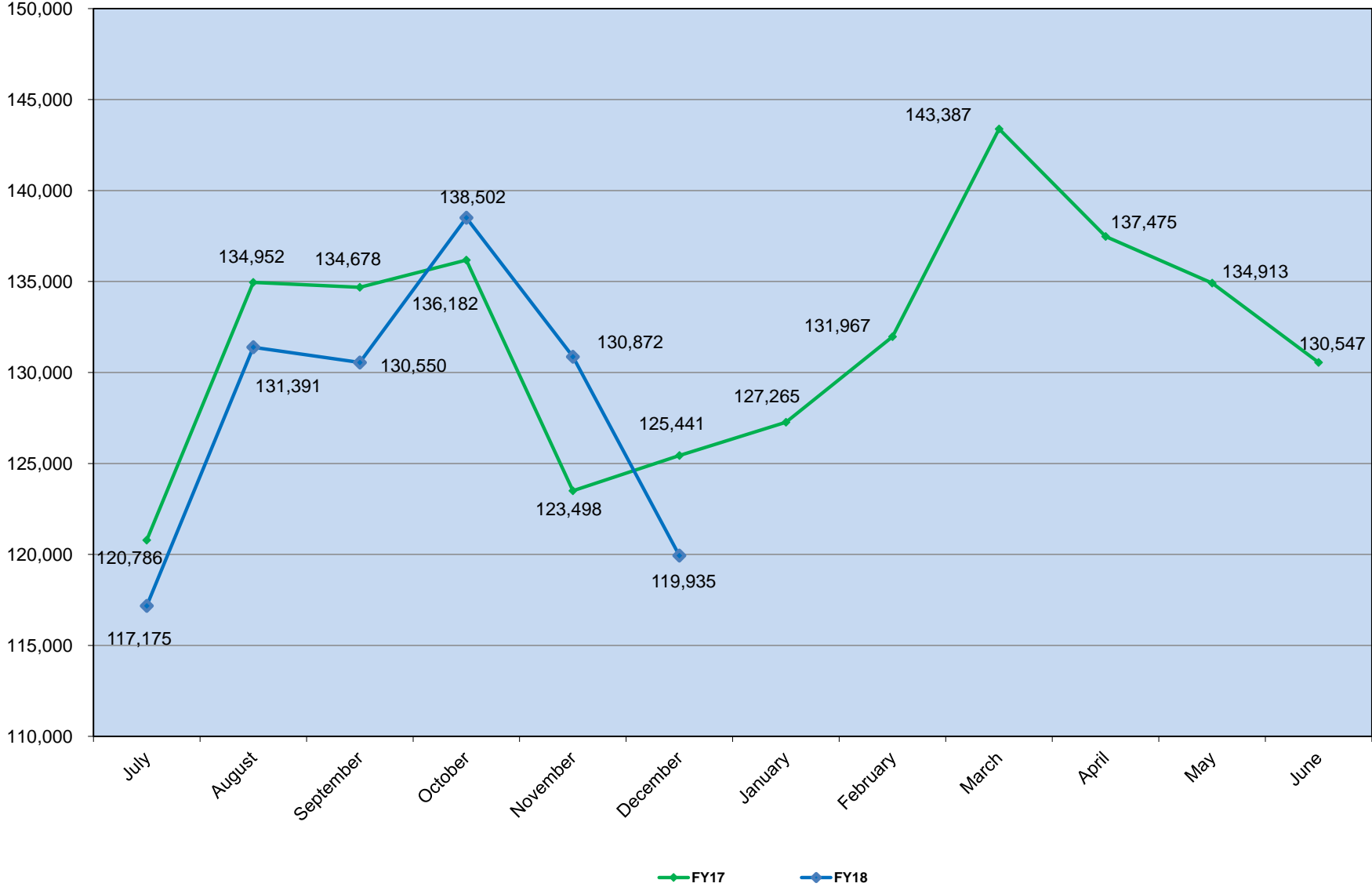
Ridership Reports

December 2017



	A	B	E	H	K	N	Q	R	S	AL	AM	AN
1	Missoula Urban Transportation District											
2	FY2018 Fixed Route Statistics											
3										YTD	YTD	
4		July	Aug	Sept	Oct	Nov	Dec	Dec	Increase	Total	Total	Increase
5		2017	2017	2017	2017	2017	2017	2016	(Decrease)	FY18	FY17	(Decrease)
6	Passenger Information											
7												
8	Weekday	108,280	124,223	121,040	131,538	125,769	111,500	117,271	(5,771)	722,350	727,031	(4,681)
9	Saturday	8,895	7,168	9,510	6,964	5,103	8,435	8,170	265	46,075	48,506	(2,431)
10	Passengers	117,175	131,391	130,550	138,502	130,872	119,935	125,441	(5,506)	768,425	775,537	(7,112)
11												
12	Average Weekday Ridership	5,414	5,401	6,052	5,979	5,989	5,575	5,584	(9)	5,733	5,770	(37)
13	Average Saturday Ridership	1,779	1,792	1,902	1,741	1,701	1,687	1,634	53	1,772	1,797	(25)
14												
15	Service Information											
16												
17	Weekdays	20	23	20	22	21	20	21	(1)	126	126	0
18	Saturdays	5	4	5	4	3	5	5	0	26	27	(1)
19	UM Days	19	1	20	22	18	14	14	0	94	103	(9)
20												
24	Weekday Revenue Hours	3,700	4,278	3,740	4,114	3,927	3,780	4,426	22	23,541	26,556	(3,015)
25	Saturday Revenue Hours	275	220	275	216	162	280	308	0	1,426	1,705	(279)
26	Revenue Hours	3,975	4,498	4,015	4,330	4,089	4,060	4,734	22	24,967	28,261	(3,294)
27												
35	Revenue Miles	55,743	63,007	55,767	60,124	56,609	55,444	59,810	(4,366)	346,658	357,056	(10,399)
36												
37	Vehicle Miles	62,310	69,309	60,348	66,779	63,090	60,876	63,223	(2,347)	382,712	382,781	(69)
38												
39	Revenue Miles per Revenue Hour	14.02	14.01	13.89	13.89	13.84	13.66	12.63	1.03	13.88	12.63	1.25
40												
41	Passengers per Mile	2.10	2.09	2.34	2.30	2.31	2.16	2.10	0.06	2.22	2.17	0.05
42	Passengers per Hour	29.48	29.21	32.52	31.99	32.01	29.54	26.50	3.04	30.78	27.44	3.34
46												
47	Financial Information											
53												
54	Operating Expense per Revenue Mile	\$ 10.86	\$ 9.22	\$ 9.91	\$ 9.88	\$ 10.30	\$ 10.90	\$ 8.73	\$ 2.17	\$ 10.15	\$ 8.82	\$ 1.33
55	Operating Expense per Revenue Hour	\$ 152.23	\$ 129.13	\$ 137.62	\$ 137.19	\$ 142.56	\$ 148.80	\$ 110.29	\$ 38.51	\$ 140.97	\$ 111.38	\$ 29.59
56	Operating Expense per Passenger Trip	\$ 5.16	\$ 4.42	\$ 4.23	\$ 4.29	\$ 4.45	\$ 5.04	\$ 4.16	\$ 0.88	\$ 4.58	\$ 4.06	\$ 0.52
57												

**Missoula Urban Transportation District
FY2018 & FY2017 Fixed Route Ridership**



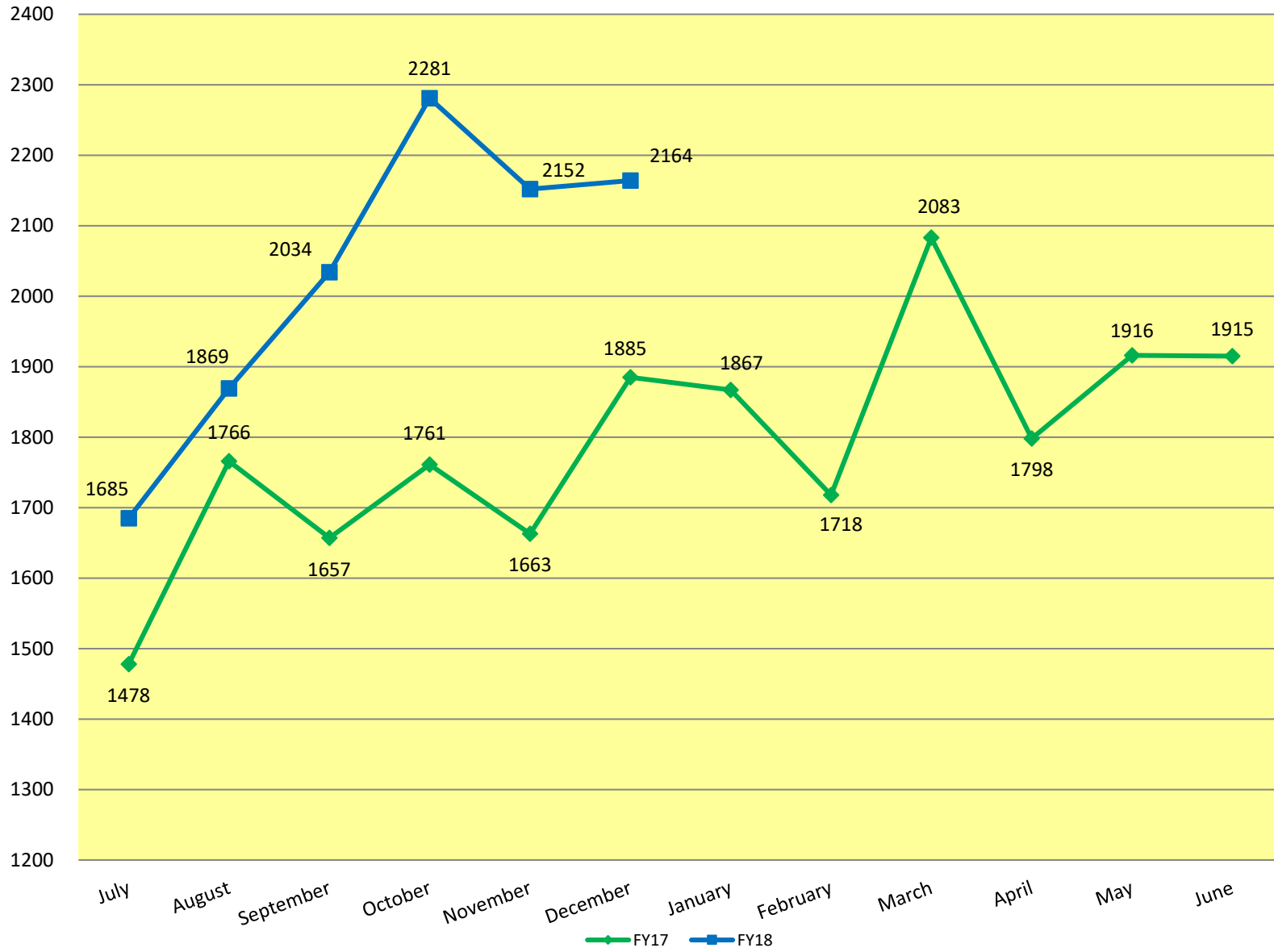
Missoula Urban Transportation District
Fixed Route Monthly Ridership History 1978 - 2018
(APC Data Beginning FY2016)

Fiscal Year	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total	% Change	
1978						6,072	13,366	10,491	11,382	8,881	18,218	30,183	98,593		
1979	20,610	26,005	23,790	29,434	40,037	44,347	58,609	52,080	46,703	43,969	43,461	36,338	465,383		
1980	34,710	38,657	36,178	51,724	58,365	62,038	83,266	72,460	57,066	57,077	41,082	39,553	632,176	35.84%	
1981	35,251	31,934	42,973	54,900	50,580	57,588	67,309	66,827	65,834	63,393	52,725	47,841	637,155	0.79%	
1982	38,388	35,523	40,464	50,898	49,781	63,026	75,230	73,734	70,361	56,208	48,523	41,120	643,256	0.96%	
1983	33,761	33,774	38,845	50,686	54,388	60,818	65,174	56,552	55,296	50,097	46,641	43,787	589,819	-8.31%	
1984	38,040	41,430	47,462	52,016	53,859	66,575	82,799	60,367	56,658	51,627	49,201	36,958	636,992	8.00%	
1985	32,285	34,272	39,132	52,809	50,447	49,552	62,738	55,560	47,873	46,977	42,388	29,840	543,873	-14.62%	
1986	28,215	32,730	33,908	47,400	45,673	51,208	58,803	49,661	42,981	42,007	40,778	33,428	506,792	-6.82%	
1987	34,660	35,711	37,490	51,060	50,341	55,039	62,791	56,898	52,856	47,536	42,054	37,319	563,755	11.24%	
1988	33,883	36,300	34,822	43,367	45,849	49,840	64,461	52,782	51,956	46,668	42,908	36,977	539,813	-4.25%	
1989	32,043	36,980	37,807	41,646	45,137	46,140	59,008	49,625	53,553	45,864	43,084	37,321	528,208	-2.15%	
1990	32,039	34,784	37,382	44,943	46,449	46,799	55,143	46,713	46,835	41,576	45,595	34,190	512,448	-2.98%	
1991	30,251	32,662	38,456	54,658	56,448	46,626	74,539	60,047	53,968	52,426	48,160	35,278	583,519	13.87%	
1992	32,282	36,503	33,657	54,032	59,496	52,808	64,245	57,002	52,300	52,154	46,977	35,712	577,168	-1.09%	
1993	30,399	27,529	38,189	40,659	39,880	43,394	43,890	48,467	48,170	53,365	33,226	30,606	477,774	-17.22%	
1994	28,277	43,652	41,008	40,230	44,153	43,094	40,839	43,551	47,626	47,116	44,299	35,472	499,317	4.51%	
1995	33,952	42,380	45,479	46,369	50,902	49,304	51,452	49,725	54,992	46,197	42,446	36,099	549,297	10.01%	
1996	31,821	35,293	45,430	46,894	48,873	49,850	48,065	63,983	60,544	47,728	46,603	33,077	558,161	1.61%	
1997	34,148	33,968	46,780	53,983	51,438	58,998	54,180	61,778	59,652	60,573	49,746	50,029	615,273	10.23%	
1998	51,524	47,026	52,554	59,432	50,548	58,943	53,197	58,920	57,842	60,762	49,176	51,565	651,489	5.89%	
1999	55,658	49,811	58,525	61,466	52,169	56,300	51,104	60,077	64,575	63,749	51,841	53,118	678,393	4.13%	
2000	52,016	53,775	60,950	61,706	56,148	58,399	53,905	65,112	63,498	59,932	56,832	51,076	693,349	2.20%	
2001	48,627	55,562	58,403	63,618	58,389	58,010	55,638	64,809	64,385	61,509	58,987	52,198	700,135	0.98%	
2002	49,181	53,808	55,756	68,788	61,550	59,033	58,832	64,204	64,005	67,951	59,530	47,369	710,007	1.41%	
2003	48,105	48,363	50,954	63,041	53,809	54,759	54,174	61,246	61,892	62,189	55,107	47,582	661,221	-6.87%	
2004	49,853	47,413	56,757	61,539	54,138	58,440	56,833	61,990	66,692	61,051	51,380	52,195	678,281	2.58%	
2005	50,683	50,568	54,578	56,485	52,355	50,600	50,369	53,254	59,201	60,877	52,125	53,368	644,463	-4.99%	
2006	47,384	53,325	59,643	60,294	58,512	57,147	57,526	61,658	66,412	61,313	55,963	56,052	695,229	7.88%	
2007	50,603	60,905	62,089	66,894	64,744	57,293	64,747	61,844	64,453	63,613	61,205	56,853	735,243	5.76%	
2008	56,130	64,638	56,645	68,167	63,394	58,729	71,600	74,959	69,203	77,519	65,998	68,234	795,216	8.16%	
2009	73,854	73,502	72,918	76,187	59,577	62,596	69,040	74,024	72,771	69,494	61,184	63,984	829,131	4.26%	
2010	63,155	58,136	66,870	72,825	60,875	66,163	64,829	70,950	72,598	72,920	60,883	61,449	791,653	-4.52%	
2011	61,259	64,259	70,153	71,889	67,856	72,845	73,696	80,896	90,857	70,320	70,466	71,105	865,601	9.34%	
2012	69,584	77,705	76,591	79,173	78,214	72,366	78,396	86,593	88,538	73,082	73,584	70,643	924,469	6.80%	
2013	67,267	71,082	68,326	82,565	71,606	66,206	78,279	80,474	82,970	76,511	74,527	66,236	886,049	-4.16%	
2014	69,541	73,403	74,437	82,945	71,337	67,868	75,357	81,465	87,142	78,268	71,355	68,048	901,166	1.71%	
2015	75,204	72,738	77,044	85,778	68,844	72,650	96,173	100,122	111,202	111,607	100,686	102,574	1,074,622	19.25%	
2016	128,359	118,852	131,482	137,022	116,186	127,789	119,797	135,427	143,765	128,430	128,254	130,910	1,546,273	43.89%	
2017	120,786	134,952	134,678	136,182	123,498	125,441	127,265	131,967	143,387	137,475	134,913	130,547	1,581,091	2.25%	
2018	117,175	131,391	130,550	138,502	130,872	119,935							768,425	-0.92%	
Average															
'78 - Cur	50,524	53,283	56,729	64,055	60,418	60,601	64,917	65,457	65,800	62,000	56,553	52,406	712,742		
Total Passengers Through Current Month													28,570,278		

 = Highest year by month

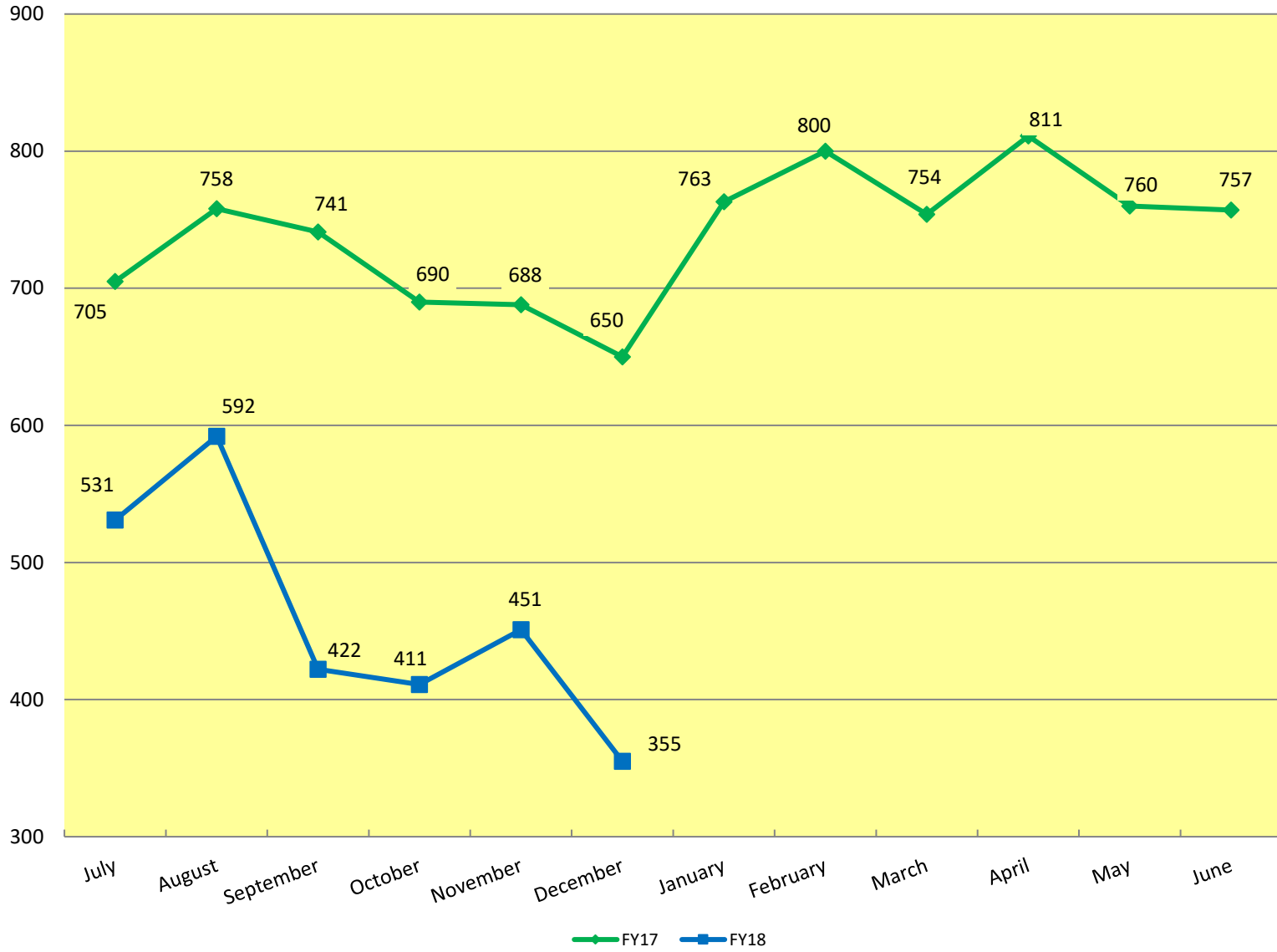
	A	B	E	H	K	N	Q	R	S	AL	AM	AN
58	Missoula Urban Transportation District											
59	FY2018 ADA Paratransit Statistics											
60										YTD	YTD	
61		July	Aug	Sept	Oct	Nov	Dec	Dec	Increase/	Total	Total	Increase/
62		2017	2017	2017	2017	2017	2017	2016	(Decrease)	FY18	FY17	(Decrease)
63	Passenger Information											
64												
65	ADA Paratransit Weekday	1,581	1,760	1,900	2,168	2,087	2,025	1,803	222	11,521	9,734	1,787
66	ADA Paratransit Saturday	104	109	134	113	65	139	82	57	664	476	188
67	Total ADA Paratransit Passengers	1,685	1,869	2,034	2,281	2,152	2,164	1,885	279	12,185	10,210	1,975
68												
69	Average Weekday Passengers	79	77	95	99	99	101	86	15	91	77	14
70	Average Saturday Passengers	21	27	27	28	22	28	16	11	26	18	8
71												
72	Service Information											
73												
74	Weekdays	20	23	20	22	21	20	21	(1)	126	126	0
75	Saturdays	5	4	5	4	3	5	5	0	26	27	(1)
76												
77	Weekday Revenue Hours	776	907	932	1,060	1,178	1,085	789	296	1,683	4,316	(2,633)
78	Saturday Revenue Hours	49	45	58	53	40	70	39	31	94	216	(122)
79	Total Revenue Hours	825	952	990	1,113	1,218	1,155	828	327	1,777	4,532	(2,755)
80												
81	Weekday Revenue Mileage	9,714	10,754	11,069	12,512	12,273	11,363	9,015	2,348	67,685	51,872	15,813
82	Saturday Revenue Mileage	525	497	654	583	427	679	440	239	3,365	2,534	831
83	Total Revenue Miles	10,239	11,251	11,723	13,095	12,700	12,042	9,455	2,587	71,050	54,406	16,644
84												
85	Total Vehicle Miles	11,134	12,184	12,516	14,015	13,535	12,808	10,236	2,572	76,192	58,680	17,512
86												
87	Revenue Miles per Revenue Hour	12.41	11.82	11.84	11.77	10.43	10.43	11.42	(0.99)	39.98	12.00	27.98
88												
89	Passengers per Mile	0.16	0.17	0.17	0.17	0.17	0.18	0.20	(0.02)	0.17	0.19	(0.02)
90	Passengers per Hour	2.04	1.96	2.05	2.05	1.77	1.87	2.28	(0.41)	6.86	2.25	4.61
91												
95	Financial Information											
97												
98	Operating Expense per Revenue Mile	\$ 6.02	\$ 5.31	\$ 4.40	\$ 4.93	\$ 4.61	\$ 4.40	\$ 4.44	\$ (0.04)	\$ 1.71	\$ 4.30	\$ (2.59)
99	Operating Expense per Revenue Hour	\$ 74.71	\$ 62.74	\$ 52.05	\$ 58.04	\$ 48.10	\$ 45.87	\$ 50.68	\$ (4.81)	\$ 68.30	\$ 51.57	\$ 16.73
100	Operating Expense per Passenger Trip	\$ 36.58	\$ 31.96	\$ 25.34	\$ 28.32	\$ 27.22	\$ 24.48	\$ 22.26	\$ 2.22	\$ 9.96	\$ 22.89	\$ (12.93)

Missoula Urban Transportation District FY2018 & FY2017 ADA Paratransit Ridership



	A	B	E	H	K	N	Q	R	S	AL	AM	AN
102	Missoula Urban Transportation District											
103	FY2018 Senior Van Statistics											
104										YTD	YTD	
105		July	Aug	Sept	Oct	Nov	Dec	Dec	Increase/	Total	Total	Increase/
106		2017	2017	2017	2017	2017	2017	2016	(Decrease)	FY18	FY17	(Decrease)
107	Passenger Information											
108												
109	Senior Van Weekday	500	560	388	399	433	346	600	(254)	2,626	3,612	(986)
110	Senior Vant Saturday	31	32	34	12	18	9	50	(41)	136	300	(164)
111	Total Senior Van Paratransit Passengers	531	592	422	411	451	355	650	(295)	2,762	3,912	(1,150)
112												
113	Average Weekday Passengers	25	24	19	18	21	17	29	(11)	21	29	(8)
114	Average Saturday Passengers	6	8	7	3	6	2	10	(8)	5	11	(5)
115												
116	Service Information											
117												
118	Weekdays	20	23	20	22	21	20	21	(1)	126	125	1
119	Saturdays	5	4	5	4	3	5	5	0	26	28	(2)
120												
121	Weekday Revenue Hours	156	158	146	152	152	134	272	(138)	898	1,618	(719)
122	Saturday Revenue Hours	17	16	16	9	12	4	13	(9)	74	92	(19)
123	Total Revenue Hours	173	174	162	161	163	139	285	(146)	972	1,710	(738)
124												
125	Weekday Revenue Mileage	1,659	1,825	1,867	1,807	1,756	1,161	3,102	(1,941)	10,075	19,578	(9,503)
126	Saturday Revenue Mileage	165	134	165	59	88	22	152	(130)	633	1,057	(424)
127	Total Revenue Miles	1,824	1,959	2,032	1,866	1,844	1,183	3,254	(2,071)	10,708	20,635	(9,927)
128												
129	Total Vehicle Miles	1,946	2,109	2,170	1,998	1,953	1,305	3,522	(2,217)	11,481	22,257	(10,776)
130												
131	Revenue Miles per Revenue Hour	10.53	11.26	12.54	11.61	11.28	8.53	11.42	(2.89)	11.01	12.07	(1.06)
132												
133	Passengers per Mile	0.29	0.30	0.21	0.22	0.24	0.30	0.20	0.10	0.26	0.19	0.07
134	Passengers per Hour	3.06	3.40	2.60	2.56	2.76	2.56	2.28	0.28	2.84	2.29	0.55
135												
139	Financial Information											
141												
142	Operating Expense per Revenue Mile	\$ 3.51	\$ 3.83	\$ 4.55	\$ 3.37	\$ 3.90	\$ 5.37	\$ 4.44	\$ 0.93	\$ 4.01	\$ 4.38	\$ (0.37)
143	Operating Expense per Revenue Hour	\$ 36.92	\$ 43.08	\$ 56.99	\$ 39.07	\$ 43.99	\$ 45.84	\$ 50.66	\$ (4.82)	\$ 44.18	\$ 52.91	\$ (8.73)
144	Operating Expense per Passenger Trip	\$ 12.05	\$ 12.66	\$ 21.89	\$ 15.28	\$ 15.94	\$ 17.91	\$ 22.21	\$ (4.30)	\$ 15.55	\$ 23.13	\$ (7.58)

Missoula Urban Transportation District FY2018 & FY2017 Senior Van Ridership





MUTD Board Staff Report

To: Board of Directors
From: Corey Aldridge, General Manager
For Board Meeting: January 25, 2018

Subject: Petition for Invermere Phase 2A and Phase 3A Subdivisions for Inclusion into the Transportation District

Recommendation: Approve Resolution 18-01 to expand the boundaries of the Transportation District to include Invermere Phase 2A and Phase 3A Subdivisions.

Discussion: The Invermere Phase 2A and Phase 3A Subdivisions has a condition of approval that the owner petitions the Missoula Urban Transportation District, being that the subdivision residents would benefit from Mountain Line services in the community.

Staff recently received the petition for inclusion into the District by the project owners. The petition, accompanied with a site plan showing the lots to be included within the project is included in Attachment 1.

Attachment 2 includes Resolution 18-01. This resolution expands the boundaries of the Transportation District to include Invermere Phase 2A and Phase 3A Subdivisions.

Financial Impact: When Invermere Phase 2A and Phase 3A Subdivisions lots are recorded into the District they will be levied the appropriate mills that, combined with the other properties within the District, fund Mountain Line services.

Attachments

1. Petition for Inclusion
2. Resolution 18-01

**Petition to Enlarge Boundaries
of the Missoula Urban Transportation District**

The Missoula Urban Transportation District, also known as Mountain Line, proposes to expand its boundaries to provide regular scheduled service to the Invermere Phase 2A and Phase 3A


The property proposed to be annexed is described as the Invermere Phase 2A and Invermere Phase 3A, each being a portion of Section 12, T12N, R20W, PMM, Missoula, Montana. Each subject property is shown on the plat map recorded in the Clerk and Recorder Office of Missoula County.

Section 7-14-241, Montana Codes Annotated, provides that the boundaries of any transportation district may be enlarged under the following conditions:

- (1) A real property owner may petition to have that owner's property included in the district.
- (2) A majority of the Board approves the addition.

Section 7-14-241 also states that, as a consequence of the addition of area to the district, "all property within any addition to the district shall be subject to all existing indebtedness of the district."

Your signature below with your current legal address signifies that you request that Mountain Line expand its boundaries as shown on the recorded plat and described as follows: Invermere Phase 2A and Invermere Phase 3A

Name (please print)	Legal Address	Signature	Date
Drake Lemm	PO Box 56, Lolo, MT 59847		1/09/2018

Return signed petitions to Mountain Line, 1221 Shakespeare, Missoula, MT 59802-2307

**Invermere Subdivision
MASTER LIST OF CONDITIONS, April 8, 2011**

Hillsides and Areas of "No Build"

1. Areas of slope 25% or greater shall be shown on the face of the final plat as "No Build" areas. Prior to final plat approval, the covenants shall be amended to state that any slopes 25% or greater are designated on the plat as "No Build" areas which shall be kept open and free of buildings. *Subdivision Regulations Article 3-3(1)(B)*

Air Quality

2. The applicant shall develop a dust abatement plan and provide dust abatement for all roads adjacent to and within the Invermere subdivision during and through construction and paving of the roads. The dust abatement plan shall be approved by the Health Department prior to any site grading or prior to approval of the final plat, whichever comes first. *Subdivision Regulations Article 3-1(1)(D) and Health Department recommendation.*

3. A plan for mitigation of post-development road dust emissions resulting from additional hillside road sanding shall be reviewed and approved by the Air Quality Division of the City/County Health Department prior to approval of the final plat. *Subdivision Regulations Article 3-1(1)(D) and Health Department recommendation.*

Public Health

4. The subdivider shall prepare a plan for the handling and disposal of solid or hazardous wastes that may be uncovered during the grading of the park and roads or the excavation of the home sites. The plan shall be reviewed and approved by the Missoula City-County Health Department prior to approval of the final plat. *Subdivision Regulations Article 3-1(1)(D) and Health Department recommendation.*

5. The following statement shall appear on the face of the final plat: "The subdivider shall indemnify and hold the County of Missoula harmless from any and all legal liability claims or actions resulting from any illegally buried solid or hazardous waste on the dedicated park property prior to when the County assumes control of the land. *Subdivision Regulations Article 3-1(1)(D) and Health Department recommendation.*

Phasing

6. A revised phasing plan, based on plat revisions, shall be submitted to OPG for review, prior to approval of the final plat. The phasing plan shall provide detailed information about phasing of the lots, roads, parks and common area, grading, utilities and any other information necessary for complete review of the phasing plan. The governing body reserves the right to impose additional conditions which require compliance with regulations which exist at the time each phase is brought before the governing body for review. *Subdivision Regulations Article 4-1(14)(A), 4-1(18), and staff recommendation.*

Roads and Transportation

7. The subdivider shall mitigate the traffic impacts generated by this subdivision on the Miller Creek transportation system. The amount of fee assessed and the specific improvements to be made shall be approved by the Board of County Commissioners and the County Surveyor's Office, prior to approval of the, final plat. *Subdivision Regulations Article 4 12 and staff recommendation.*

8. The following statement shall appear on the face of the final plat: "Acceptance of a deed for a lot within this subdivision shall constitute a waiver of the right to protest a future RSID/SID for improvements to Miller Creek Road and Linda Vista Boulevard, .based on benefit. The waiver shall run with the land and shall be binding on the transferees, successors, and assigns of the owners of the land." *Subdivision Regulations Article 32 and County Surveyor recommendation.*

9. The subdivider shall construct the off-site portion of Marias Street from Meriwether Street to the southern edge of the property to match the Marias Street road section within the subdivision—a 32-foot paved roadway width, curbs, gutters and 5-foot boulevard sidewalk separated from the back of curb by seven feet (7') subject to review and approval by the County Surveyor, prior to approval of the final plat. *Subdivision Regulations Article 3 2(10)*

10. The final plat shall be revised to show a twenty-seven foot (27') driveway easement serving Lot 53, and a one foot (1') "No Access" strip along at least one side of the driveway easement to Lot 53. *Subdivision Regulations Article 32(1)(1)*

11. The developer shall petition to be included in the Missoula Urban Transportation District prior to approval of the final plat. *Subdivision Regulations Article 32(1)(E) and Missoula Urban Transportation District recommendation.*

Drainage

12. Grading, drainage, and erosion control plans shall be reviewed by the City Engineer and approved by the County Surveyor prior to approval of the final plat.

The erosion control plan shall address all areas that may experience erosion due to cut and fill, park and trail construction, and road, driveway and utility improvements, and home construction. The plan shall specify a strategy and timeline for implementation for these areas before, during and after site grading and construction.

The drainage plans shall include calculations for 5 and 100 year return frequency storms, a geotechnical analysis of soils that includes percolation rates relative to anticipated flows, and groundwater elevations. The subdivider shall provide engineering plans of site grading and drainage that will alleviate the potential hazard of improper drainage within the site and off the site, to be approved by the County Surveyor and the Building Division prior to approval of the final plat. *Subdivision Regulations Article 3 1(2), 34, 41(12) and City Engineer recommendation.*

13. The final plat shall include a certification by the consulting engineer that the drainage design will effectively retain any additional drainage that results from the subdivision on site or release it a manner that will not substantially increase the peak run-off normally present before the subdivision. *Subdivision Regulations 3-4 and staff recommendation.*

Sewer

14. The final plat shall be revised to show twenty-foot (20') sewer easements to serve Lots 53 and 44. Sewer plans, including location of sewer easements, for the subdivision shall be approved by the City Engineer prior to approval of the final plat. *Subdivision Regulations Article 3-6, 3-7 and City Engineer Recommendation. .*

Weeds

15. A Revegetation Plan for disturbed sites shall be approved by the Missoula County Weed Board prior to approval of the final plat. The developer shall file a development agreement stating that disturbed areas on unsold lots shall be seeded with a permanent grass cover after roads and utilities are installed and that weeds will be controlled on unsold lots. *Subdivision Regulations Article 3-1(1)(B) and Weed District recommendation.*

Fire

16. Fire hydrants shall be installed or guaranteed prior to filing the plat for each phase of development. The locations shall be approved by the Missoula Rural Fire District or the appropriate fire agency prior to final plat approval. The fire hydrants shall be maintained by the homeowner's association. The covenants shall be amended to reflect this provision prior to approval of the final plat. *Subdivision Regulations Article 3-7(1) and Missoula Rural Fire District recommendation.*

17. The subdivider shall petition for annexation into the Missoula Rural Fire District, prior to approval of the final plat. *Subdivision Regulations Article 3 and Missoula Rural Fire District recommendation.*

Parks, Boulevard, and Landscaping

18. The plat shall be amended to redesign the area around Invermere Park, as shown in the general drawing prepared by the subdivider shown in staff report Attachment F, subject to review and approval by OPG prior to final plat approval:

The width, location, and parking provisions and restrictions for the trail/emergency access lane shall be approved by the appropriate fire agency, the County Surveyor and OPG. The surfacing of the trail/emergency access lane shall be approved by the County Surveyor and the Health Department. A 1' "No Access" strip, shall be placed on the west side of this lane to assure that no lots use this lane for vehicular access.

If a pedestrian access easement is provided extending from Bundy Lane to Invermere Park, it shall be designed for public access and shall be clearly identified as such, subject to review and approval by OPG.

21. Invermere Park shall be designed to accommodate year-round active recreational use. Improved parkland with Phase Two shall encompass not less than 11% of the lotted area for Phase 2. Invermere Park shall be graded and seeded prior to final plat approval of Phase 2. An area 340' x 200' shall be graded within Invermere Park to not exceed 1.5% slope for active recreation use. Irrigation shall be provided for Phase 2 Invermere Park prior to final plat approval of Phase 2, and irrigation shall be provided for Phase 3 Invermere Park prior to final plat approval of Phase 3. *Subdivision Regulations Article 3-8 and staff recommendation.*

22. The subdivider shall submit a Parks Management Plan for Invermere Park and the open space park on the west end of the property that addresses the following elements:

- a. Timing, location and responsible party for installation of all improvements
- b. Maintenance of the parks
- c. Trail construction
- d. Grading, drainage and erosion control
- e. Vegetation management, including weed control and/or landscaping
- f. Sidewalk and boulevard landscaping installation and maintenance adjacent to the parks.
- g. Public use and access
- h. Any other parks management plan element designed necessary by the Department of Park and Recreation of the County Parks Board, and OPG.

The Parks Management Plan shall be reviewed and approved by the appropriate parks agency and OPG, prior to final plat approval of Phase 2. *Subdivision Regulations Article 3-8 and staff recommendation.*

23. The plat shall be revised to show a twenty-five foot (25') wide common area adjacent to Miller Creek Road on the east side of Lots 3 - 7. Prior to final plat approval for Phase 2, the subdivider shall submit a landscape plan for the common area, subject to review and approval by OPG. The plan shall show the following planting scheme in order to provide a visual and noise buffer to Miller Creek Road:

- a. vegetative ground cover in this common area to cover at least ninety percent (90%) of the common area within four (4) years of planting;
- b. 1 eight foot (8') tall tree (preferably evergreen) per corresponding lot (total 5 trees); and,
- c. 1 five-gallon shrubs per 500 square feet of common area (total 32 shrubs).
- d. An irrigation/maintenance plan for this landscaped common area.
- e. If berming and/or some other form of vegetative buffer is planted in this area, the planting specifications above may be modified only if the subdivider can demonstrate effective buffering between Lots 3 - 7 and Miller Creek Road, subject to review and approval by OPG.

The subdivider shall install the landscaping and irrigation in the common area. The covenants shall be amended to require ongoing maintenance of the common area by the homeowner's association. *Subdivision Regulations Article 3-3 and staff recommendation.*

24. The subdivider shall install boulevard landscaping, including street trees placed every thirty feet (30'), along Miller Creek Road, subject to approval by OPG prior to final plat approval of Phase 2.

Covenants

25. The covenants shall be revised as required by the conditions of subdivision approval, and the covenants related to these revisions shall not be amended or deleted without governing body approval. The revised covenants shall be reviewed and approved by the Missoula County Attorney's Office and OPG staff prior to approval of the final plat. *Subdivision Regulations Article 51(5)0*

26. The Development Covenants shall be amended to include a Weed Management Plan (Plan) for all undeveloped and planned open space areas of the subdivision, including all Parks and Common Areas, subject to review and approval by Jerry Marks, Department Head of the Missoula County Extension/Missoula County Weed District by December 4, 2010 and the revised covenants and weed management plan shall be filed with the County Clerk and Recorder by January 4, 2011, subject to review and approval by OPG. The Plan shall include provisions making the developer responsible for its implementations for all undeveloped and unsold lots and for the common areas. The Plan shall specify that once enough development has occurred to support the Homeowner's Association (HOA), the HOA shall assume responsibility for weed management in the Common Areas. The Plan shall include a mechanism specifying when the Homeowner's Association shall be responsible for assuming weed management duties for the common areas from the developer (such as a requirement that the Homeowner's Association assume weed management after a certain number of lots have been sold), continuing after the subdivision has been filed. The developer shall implement the Plan and the covenant provisions related to weed management, starting December 4, 2010, and progress on implementation of the plan shall be approved by Jerry Marks, Department Head of the Missoula County Extension/Missoula County Weed District and OPG prior to final plat approval of Phase 2A. *Subdivision Regulations Articles 3.1(4) & 3.1(9)*

SUBDIVISION PLAT OF INVERMERE, PHASE 2A

A Residential Subdivision in the SE 1/4 of Section 12, T.12 N., R 20 W., P.M.M.,
Missoula County, Montana

CERTIFICATE OF DEDICATION

WE DO HEREBY CERTIFY THAT WE HAVE CAUSED TO BE SURVEYED AND SUBDIVIDED AND PLATTED INTO LOTS AND STREETS AS SHOWN ON THIS PLAT THE FOLLOWING TRACT OF LAND, A TRACT OF LAND LOCATED IN THE SE 1/4 OF SECTION 12, TOWNSHIP 12 NORTH, RANGE 20 WEST, PRINCIPAL MERIDIAN, MONTANA, MISSOULA COUNTY, MONTANA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN THE SE 1/4 OF SECTION 12, TOWNSHIP 12 NORTH, RANGE 20 WEST, PRINCIPAL MERIDIAN, MONTANA, MISSOULA COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 12, TOWNSHIP 12 NORTH, RANGE 20 WEST, PRINCIPAL MERIDIAN, MONTANA; THENCE ALONG THE MID SECTION LINE N89°13'14"W, 34.83 FEET TO THE WESTERLY RIGHT-OF-WAY OF MILLER CREEK ROAD AND THE POINT OF BEGINNING; THENCE ALONG THE WESTERLY RIGHT-OF-WAY LINE OF MILLER CREEK ROAD, S06°19'57"E, 3.65 FEET; THENCE S00°17'59"E, 750.98 FEET TO A POINT ON THE NORTHERLY BOUNDARY OF MERWETHER, A RECORDED SUBDIVISION IN MISSOULA COUNTY; THENCE THE FOLLOWING SIX COURSES ALONG SAID BOUNDARY ALONG A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 30.00 FEET AND THE RADIUS OF WHICH BEARS S89°42'20"W THROUGH A CENTRAL ANGLE OF 90°02'00" AN ARC DISTANCE OF 471.4 FEET; THENCE S89°44'20"W, 236.66 FEET; THENCE S00°15'40"E, 156.79 FEET; THENCE N88°52'00"W, 170.08 FEET; THENCE N60°33'56"W, 147.65 FEET; THENCE N88°42'00"W, 428.00 FEET; THENCE, LEAVING SAID BOUNDARY OF MERWETHER AND ALONG THE BOUNDARY OF INVERMERE, PHASE 1A, A RECORDED SUBDIVISION IN MISSOULA COUNTY, THE FOLLOWING ELEVEN COURSES, ALONG A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 946.59 FEET AND THE RADIUS OF WHICH BEARS N89°05'18"E THROUGH A CENTRAL ANGLE OF 5°50'22" AN ARC DISTANCE OF 96.47 FEET; THENCE ALONG A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET THROUGH A CENTRAL ANGLE OF 89°26'23" AN ARC DISTANCE OF 39.03 FEET; THENCE ALONG A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 965.39 FEET THROUGH A CENTRAL ANGLE OF 03°35'25" AN ARC DISTANCE OF 60.50 FEET; THENCE N00°46'38"E, 60.00 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 905.39 FEET AND THE RADIUS OF WHICH BEARS N00°46'38"E THROUGH A CENTRAL ANGLE OF 03°32'27" AN ARC DISTANCE OF 53.95 FEET; THENCE ALONG A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 23.00 FEET THROUGH A CENTRAL ANGLE OF 87°44'0" AN ARC DISTANCE OF 38.28 FEET; THENCE ALONG A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 102.22 FEET THROUGH A CENTRAL ANGLE OF 102°18'46" AN ARC DISTANCE OF 31.4 FEET; THENCE N02°18'46" AN ARC DISTANCE OF 31.4 FEET; THENCE S07°15'00"E, 106.00 FEET; THENCE N44°15'32"E, 317.00 FEET; THENCE S81°12'23"W, 60.19 FEET; THENCE S89°44'20"W, 589.40 FEET; THENCE N07°15'00"E, 106.00 FEET; THENCE LEAVING SAID BOUNDARY N07°15'00"E, 106.00 FEET; THENCE N64°15'32"E, 390.69 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 1920.00 FEET AND THE RADIUS OF WHICH BEARS N02°36'09"E THROUGH A CENTRAL ANGLE OF 01°21'47" AN ARC DISTANCE OF 45.67 FEET; THENCE N00°11'45"W, 195.14 FEET TO A POINT ON THE MID-SECTION LINE; THENCE ALONG THE MID-SECTION LINE S89°13'14"E, 1450.37 FEET; TO THE POINT OF BEGINNING.

CONTAINING 27.09 ACRES, MORE OR LESS, BEING SUBJECT TO ALL EASEMENTS OR RIGHTS--OF-WAY AS SHOWN, EXISTING, APPARENT OR OF RECORD AND ALL ACCORDING TO THIS PLAT.

FURTHER, THAT THE ABOVE PARCEL IS TO BE KNOWN AND DESIGNATED AS "INVERMERE, PHASE 2A", THIS PLAT CONFORMS TO THE PRELIMINARY PLAT PREVIOUSLY REVIEWED AND APPROVED BY THIS GOVERNING BODY AND ALL OR PART OF THE REQUIRED PUBLIC IMPROVEMENTS HAVE BEEN INSTALLED AND/OR A SUBDIVISION IMPROVEMENTS AGREEMENT EXISTS WHICH IS ACCEPTABLE TO THE COUNTY AND SAID GOVERNING BODY SECURING THE FUTURE CONSTRUCTION OF THE PUBLIC AND PRIVATE IMPROVEMENTS.

FURTHER, WE CERTIFY THAT LOTS ARE EXEMPT FROM REVIEW BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY PURSUANT TO M.C.A. 76-4-125(2)(d), TO WIT: DIVISIONS LOCATED WITHIN FIRST-CLASS OR SECOND-CLASS MUNICIPALITIES FOR WHICH THE GOVERNING BODY CERTIFIES, PURSUANT TO 76-4-127, THAT ADEQUATE STORM WATER DRAINAGE AND ADEQUATE MUNICIPAL FACILITIES WILL BE PROVIDED;* FURTHER, THAT ALL STREETS AS SHOWN ON THE PLAT ARE DEDICATED, DONATED AND GRANTED TO THE USE OF THE PUBLIC FOREVER.

FURTHER, THE UNDERSIGNED HEREBY GRANTS UNTO EACH AND EVERY PERSON, FIRM, OR CORPORATION, WHETHER PUBLIC OR PRIVATE, PROVIDING OR OFFERING TO PROVIDE TELEPHONE, TELEGRAPH, ELECTRIC POWER, GAS, CABLE TELEVISION, WATER, OR SEWER SERVICE TO THE PUBLIC, THE RIGHT TO THE JOINT USE OF AN EASEMENT FOR THE CONSTRUCTION, MAINTENANCE, REPAIR, AND REMOVAL OF THEIR LINES AND OTHER FACILITIES, IN, OVER, UNDER, AND ACROSS EACH AREA DESIGNATED ON THIS PLAT AS "UTILITY EASEMENT" TO HAVE AND TO HOLD FOREVER.

FURTHER, THAT THE PARK AREA REQUIREMENT FOR THIS SUBDIVISION HAS BEEN MET.

IN WITNESS WHEREOF, I HAVE SET MY HAND AND SEAL THIS _____ DAY OF _____, 201__

DRAKE A. LEMM

DIANNE L. LEMM

ACKNOWLEDGEMENT

STATE OF MONTANA
COUNTY OF MISSOULA

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON _____, 201__
BY DRAKE A. LEMM AND DIANNE L. LEMM

NOTARY PUBLIC FOR THE STATE OF MONTANA
RESIDING AT _____
MY COMMISSION EXPIRES: _____

PRINTED NAME OF NOTARY _____

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE ATTACHED PLAT REPRESENTS A SURVEY COMPLETED UNDER MY SUPERVISION ON THE DATE SHOWN HEREON.

GILBERT LARSON, P.E. P.L.S.
MONTANA REGISTRATION NO. 899025
GILBERT LARSON ENGINEERING AND SURVEYING

EXAMINED AND APPROVED

CERTIFICATE OF EXAMINING LAND SURVEYOR

I, _____, EXAMINING LAND SURVEYOR OF MISSOULA COUNTY, MONTANA, DO HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT OF "INVERMERE, PHASE 2A" AND I FIND THAT THIS PLAT CONFORMS TO REQUIREMENTS PRESCRIBED BY THE MONTANA SUBDIVISION AND PLATTING ACT, SECTION 76-3-611(2)(d)MCA, AND STATE AND LOCAL REGULATIONS ENACTED PURSUANT THEREIN.

DATED THIS _____ DAY OF _____, 201__

MISSOULA COUNTY DEPARTMENT OF PUBLIC WORKS

ENGINEER'S CERTIFICATE

I CERTIFY THAT THE DRAINAGE DESIGN WILL EFFECTIVELY OBTAIN ANY ADDITIONAL DRAINAGE THAT RESULTS FROM SUBDIVISION AND SIGN OR RELEASE IT IN THE MANNER THAT WILL NOT SUBSTANTIALLY INCREASE THE PEAK RUNOFF NORMALLY PRESENT BEFORE THE SUBDIVISION.

GILBERT LARSON, P.E. P.L.S.
MONTANA REGISTRATION NO. 899025
GILBERT LARSON ENGINEERING AND SURVEYING

CONDITIONS OF APPROVAL

THE UNDERSIGNED HEREBY CERTIFIES THAT:

FEDERAL, STATE AND LOCAL PLANS, POLICIES, REGULATIONS, AND/OR CONDITIONS OF SUBDIVISION APPROVAL THAT MAY LIMIT THE USE OF THE PROPERTY, INCLUDING THE LOCATION, SIZE AND USE ARE SHOWN ON THIS SHEET. THIS SHEET CONTAINS ANY TEXT AND/OR GRAPHIC REPRESENTATIONS OF REQUIREMENTS BY THE GOVERNING BODY FOR FINAL PLAT APPROVAL INCLUDING, BUT NOT LIMITED TO, SETBACKS FROM STREAMS OR RIPARIAN AREAS, FLOODPLAIN BOUNDARIES, NO-BUILD AREAS, BUILDING ENVELOPES, OR THE USE OF PARTICULAR PARCELS.

THE INFORMATION SHOWN IS CURRENT AS OF THE DATE OF THE CERTIFICATION REQUIRED IN ARM 24.183.1107(4)(b), AND THAT CHANGES TO ANY LAND-USE RESTRICTIONS OR ENCUMBRANCES MAY BE MADE BY AMENDMENTS TO COVENANTS, ZONING REGULATIONS, EASEMENTS, OR OTHER DOCUMENTS AS ALLOWED BY LAW OR BY LOCAL REGULATIONS.

ACCEPTANCE OF A DEED FOR A LOT WITHIN THIS SUBDIVISION SHALL CONSTITUTE A WAIVER OF THE RIGHT TO PROTECT A FUTURE RECORD FOR ANY IMPROVEMENTS TO MILLER CREEK ROAD AND LINDA WEST BULEWARD, BASED ON BENEFIT THE WATER SHALL RUN WITH THE LAND AND SHALL BE BINDING ON THE TRANSFERREES, SUCCESSORS, AND ASSIGNS OF THE OWNERS OF THE LAND.

BUYERS OF PROPERTY SHOULD ENSURE THAT THEY HAVE OBTAINED AND REVIEWED ALL SHEETS OF THE PLAT AND ALL DOCUMENTS RECORDED AND FILED IN CONJUNCTION WITH THE PLAT AND ARE STRONGLY ENCOURAGED TO CONTACT THE LOCAL PLANNING DEPARTMENT AND BECOME INFORMED OF ANY LIMITATIONS ON THE USE OF THE PROPERTY PRIOR TO CLOSING.

NO PORTION OF THE LOTS IN INVERMERE, PHASE 2A EXCEED 25% SLOPE.

THE SUBDIVIDER SHALL INDEMNIFY AND HOLD THE COUNTY OF MISSOULA HARMLESS FROM ANY AND ALL LEGAL LIABILITY CLAIMS OR ACTIONS RESULTING FROM ANY ILLEGALLY BURIED SOLID OR HAZARDOUS WASTE ON THE SUBDIVISION.

DATED THIS _____ DAY OF _____, 201__

DRAKE A. LEMM

DIANNE L. LEMM

ACKNOWLEDGEMENT

STATE OF MONTANA
COUNTY OF MISSOULA

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON _____, 201__
BY DRAKE A. LEMM AND DIANNE L. LEMM

NOTARY PUBLIC FOR THE STATE OF MONTANA
RESIDING AT _____
MY COMMISSION EXPIRES: _____

PRINTED NAME OF NOTARY _____

FINAL APPROVAL OF THIS PLAT GRANTED BY:

MISSOULA COUNTY COMMUNITY AND PLANNING SERVICES	DATE
MISSOULA CITY/COUNTY HEALTH DEPARTMENT	DATE

CERTIFICATE OF COUNTY ATTORNEY

I, _____, COUNTY ATTORNEY OF MISSOULA COUNTY, MONTANA, DO HEREBY VERIFY THAT I HAVE EXAMINED THIS PLAT OF "INVERMERE, PHASE 2A" AND I FIND THAT THIS PLAT CONFORMS TO REQUIREMENTS PRESCRIBED BY THE MONTANA SUBDIVISION AND PLATTING ACT, SECTION 76-3-612(2) MCA, AND STATE AND LOCAL REGULATIONS ENACTED PURSUANT THEREIN.

DATED THIS _____ DAY OF _____, 201__

WE, THE BOARD OF COUNTY COMMISSIONERS, FOR THE COUNTY OF MISSOULA, MONTANA, DO HEREBY APPROVE THIS PLAT IN THE PUBLIC INTEREST AND DO ACCEPT AND APPROVE TO THE PUBLIC ALL STREET RIGHTS--OF-WAY, UTILITY EASEMENTS, AND PUBLIC ACCESS EASEMENTS SHOWN HEREON.

DATED THIS _____ DAY OF _____, 201__

CHAIR

COMMISSIONER

COMMISSIONER

COMMISSIONER

ATTEST: _____
CLERK AND RECORDER



3115 Russell Street
P.O. Box 1347 Missoula, MT 59806
Phone: 728-1880 Fax: 406-728-0275 gilbert@engmissoula.com

1/4 SEC	TWP	RGE
☒	12	12 N 20W
☐		

MISSOULA COUNTY
MONTANA
SHEET 1 OF 2

SUBDIVISION PLAN OF INVERMERE, PHASE 2A

A Residential Subdivision in the SE 1/4 of Section 12, T.12 N., R.20 W., P.M.M.,
Missoula County, Montana

BLUE MOUNTAIN VIEW #1

LOT 4
MOUNTAIN HEIGHTS
SUBDIVISION

COS 47.95°
TRACT 8A

POINT OF BEGINNING
1" = 20'

W 1/4 CORNER
AL CAP
REAR BEARING
3793.33'

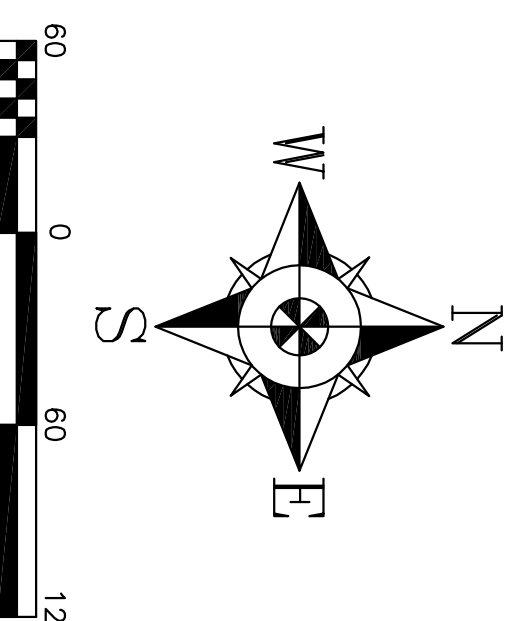
S89°13'14"E 5233.68' (MID-SECTION LINE)

Line #	Direction	Ref
RB1	S89°42'20"W	
RB2	N89°05'18"E	
RB3	S85°04'20"E	RI & F
RB4	N42°03'E	RI & F
RB5	N0°46'38"E	RI & F
RB6	N41°05'E	RI & F
RB7	N87°56'54"W	RI & F
RB8	N23°36'09"E	RI & F
RB9	N3°57'56"E	
RB10	N1°00'34"E	
RB11	S2°04'17"E	
RB12	N5°09'27"W	
RB13	N8°02'01"W	
RB14	S88°31'08"E	
RB15	N6°03'50"W	
RB16	N1°01'33"E	
RB17	S33°57'31"W	
RB18	S87°20'40"W	
RB19	S42°51'11"W	
RB20	S24°39'47"W	
RB21	N5°17'00"W	
RB22	N4°06'00"E	
RB23	N4°01'54"E	
RB24	N7°50'17"W	
RB25	S0°46'38"W	
RB26	S85°12'56"E	

Curve #	Radius	Length	Delta	Ref
C1	30.00'	47.14'	90°02'00"	R2 & F
C2	25.00'	39.27'	90°00'00"	
C3	25.00'	39.27'	90°00'00"	
C4	25.00'	39.27'	90°00'00"	
C5	130.00'	67.38'	28°41'44"	
C6	70.00'	36.28'	28°41'44"	
C7	120.00'	9.99'	44°61'17"	
C8	1820.00'	45.87'	1°21'47"	
C9	25.00'	38.82'	88°57'42"	
C10	25.00'	38.72'	91°02'18"	
C11	25.00'	38.72'	91°02'18"	
C12	25.00'	38.82'	88°57'42"	
C13	25.00'	39.72'	91°02'18"	
C14	50.00'	77.63'	88°57'42"	
C15	110.00'	29.67'	152°7'08"	
C16	25.00'	38.82'	88°57'42"	
C17	25.00'	35.85'	82°09'14"	
C18	25.00'	42.47'	97°19'40"	
C19	25.00'	38.14'	87°24'16"	
C20	25.00'	39.06'	89°30'29"	
C21	120.00'	50.03'	23°53'09"	
C22	110.00'	4.80'	23°34'0"	
C23	180.00'	11.44'	3°38'33"	

INVERMERE PARKWAY
N0°15'40"W 106.00'

FUTURE DEVELOPMENT

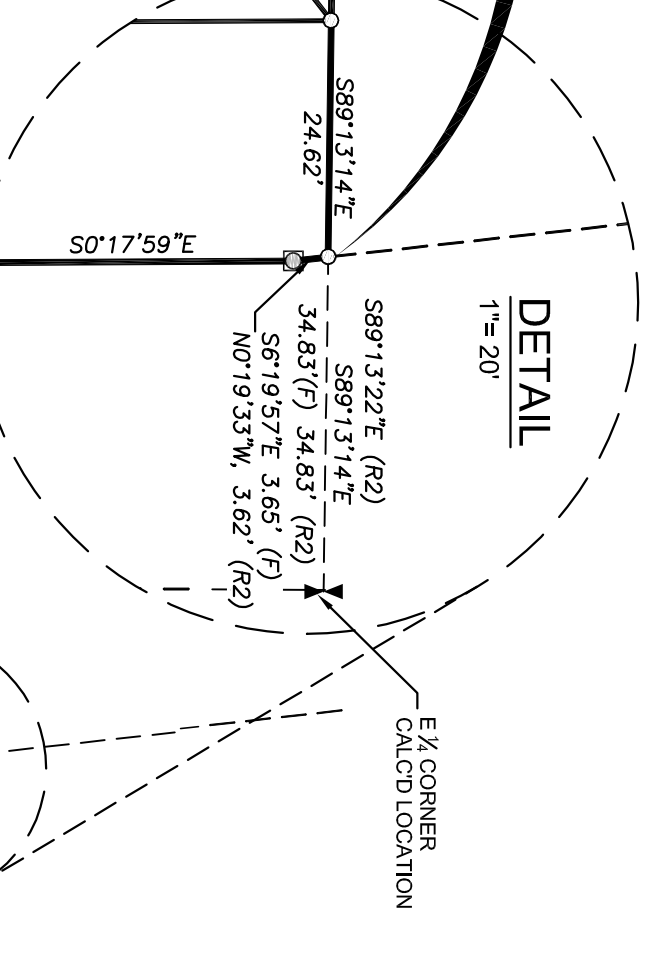
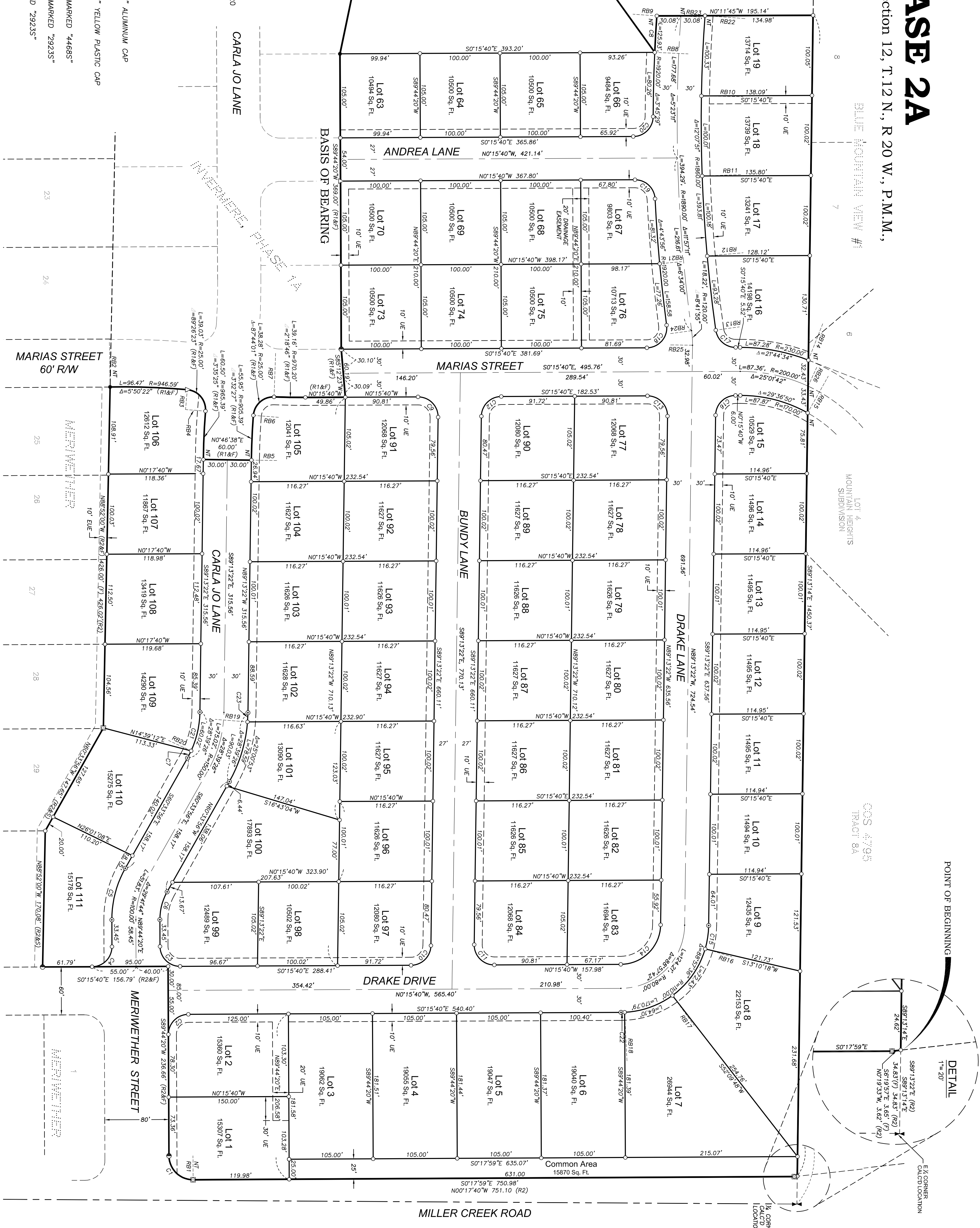


OCTOBER 2017
BASIS OF BEARING:
INVERMERE, PHASE 1A

LEGEND

- SET 5/8" x 24" REBAR W/ 1-1/2" ALUMINUM CAP
- MARKED G. LARSON 8990 ES
- FOUND 1/4" YELLOW PLASTIC CAP MARKED "44685"
- FOUND 1/4" YELLOW PLASTIC CAP MARKED "29235"
- FOUND 1/2" ALUMINUM CAP MARKED "29235"
- FOUND 3/4" REBAR - NO CAP

- (R1) RECORD AND FOUND PER INVERMERE, PHASE 1A
- (R2) RECORD PER MERWETHER SUBDIVISION
- RB RADIAL BEARING
- AUE PUBLIC ACCESS AND UTILITY EASEMENT
- UE UTILITY EASEMENT
- EUE EXISTING UTILITY EASEMENT
- COS CERTIFICATE OF SURVEY
- R/W RIGHT-OF-WAY
- NT NON-TANGENT
- (F) FOUND
- (S) SET



SURVEY COMMISSIONED BY / OWNERS
DRAKE A. LEMM AND DIANNE L. LEMM

LOT AREA 19.40 ACRES
PARK AREA 2.14 ACRES
ROAD AREA 5.55 ACRES
TOTAL SUBDIVISION AREA 27.09 ACRES

1/4 SEC	TWP	RGE
12	12 N	20 W

MISSOULA COUNTY
MONTANA
SHEET 201-2

RESOLUTION 18-01

A RESOLUTION TO EXPAND THE BOUNDARIES OF THE MISSOULA URBAN TRANSPORTATION DISTRICT TO INCLUDE INVERMERE PHASE 2A AND PHASE 3A SUBDIVISIONS FOR INCLUSION INTO THE TRANSPORTATION DISTRICT WITHIN THE MISSOULA URBAN TRANSPORTATION DISTRICT

LEGAL DESCRIPTION:

A residential subdivision in Section 12, T12N, R20W, PMM, City of Missoula, Missoula County, Montana.

WHEREAS, owner of the above mentioned property, Drake Lemm, has petitioned to have Invermere Phase 2A and Phase 3A Subdivisions for Inclusion into the Transportation District included in the Missoula Urban Transportation District; and

WHEREAS, the Missoula Urban Transportation District Board has considered enlarging the District boundary pursuant to the procedure to enlarge the District or be included in the District set forth in Title 7, Chapter 14, Part 241; and

WHEREAS, it is the considered and deliberate judgment of the Missoula Urban Transportation District that the property to be included in the District provide sufficient revenue to the District to provide benefits to the community, the Missoula Urban Transportation District, and to the property owner; and

WHEREAS, the Missoula Urban Transportation District has determined that it can provide benefits to the residents of this property that include decreased congestion on Missoula roadways, a decrease in parking problems throughout the community, and improved air quality.

NOW, THEREFORE, BE IT RESOLVED by the Missoula Urban Transportation District to enlarge the District boundary to include the lands described herein.

BE IT FURTHER RESOLVED that the General Manager is hereby instructed to file this resolution with the Clerk and Recorder of Missoula County. This District boundary enlargement shall become effective from and after the date of the filing of said document.

PASSED AND ADOPTED this 25th day of January 2018.

ATTEST:

APPROVED:

Corey Aldridge
General Manager
Missoula Urban Transportation District

Amy Cilimburg
Board Chair
Missoula Urban Transportation District



MUTD Board Staff Report

To: Board of Directors
From: Vince Caristo, Project Management Specialist
For Board Meeting: January 25, 2018
Subject: Purchase of One (1) ADA Minivan

Attachments

1. Quote from A&M Mobility
2. Declaration of Emergency Purchase

Recommendation: Approve the purchase of one (1) 2017 Dodge Caravan with ADA accessibility conversions from A&M Mobility, LLC of Missoula, MT for a price of \$45,474.00.

Discussion: This procurement will replace a similarly modified minivan that was recently totaled in a crash (the crash did not result in injuries to any persons).

Minivans that are modified with side-entry wheelchair ramps and other accessibility features are one of the primary types of vehicles the District uses to provide federally-mandated paratransit service. Prior to the recent crash, the District operated four vehicles of this type. However, staff estimate that five or six vehicles would be more appropriate to meet the demand for paratransit service.

The loss of the use of one of the District's four accessible minivans threatens the District's ability to adequately provide federally-mandated paratransit service. Because of the urgency and importance of replacing this vehicle as quickly as possible, a sole source process was justified for this procurement, and quotes were only solicited from one firm. On the same basis, the purchase was executed by the General Manager in advance of board approval, as an emergency purchase as defined by the District's Procurement Manual.

A detailed price analysis was performed that shows the price offered by A&M Mobility, LLC is comparable with the price paid by other transit agencies for similar vehicles.

Financial Impact: This purchase will use local funds.

A & M Mobility, LLC

Big Sky Glass & Repair, LLC
2308 Palmer Street
Missoula, MT 59808
(406) 541-6625

Estimate

Date	Estimate #
1/8/2018	547

Name / Address
Mountain Line 1221 Shakespere Ln Missoula, MT 59802

Project

Description	Qty	Cost	Total
2017 Dodge Grand Caravan. Color White. VIN#: 2C4RDGBG5HR870195	1	24,980.00	24,980.00
VMI (Vantage Mobility Inc.) Manual Northstar E conversion.	1	17,999.00	17,999.00
Durafloor; rubberized flooring	1	950.00	950.00
Step Flares	1	345.00	345.00
Transport from Arizona to Missoula	1	1,200.00	1,200.00
		Total	\$45,474.00

Fax #
406-541-6455

Customer Signature _____


Date: January 16, 2018

From: Corey Aldridge, General Manager

To: Board of Directors

Re: Declaration of Emergency for ADA Paratransit Vehicle Purchase

In accordance with the District's Procurement Manual, this memo serves as a Declaration of Emergency that is required to justify retroactive board approval of a contract. On December 18, 2017, one of the District's four ADA-accessible minivans was involved in a crash that rendered the vehicle inoperable and inflicted property damage exceeding the value of the vehicle. The loss of this vehicle has hampered the District's ability to adequately provide federally-mandated paratransit service. For this reason, I certify this Declaration of Emergency and have authorized the purchase of one (1) ADA-accessible minivan, utilizing non-competitive ('sole source') procedures if necessary, providing the price is fair and reasonable.

Signed: 

Corey Aldridge

General Manager