

PUBLIC WORKS COMMITTEE REPORT

August 18, 2010, 1:25 PM

City Council Chambers

Members Present: Jason Wiener (chair), Ed Childers, Dick Haines, Lyn Hellegaard, Roy Houseman, Marilyn Marler, Renee Mitchell, Stacy Rye, Dave Strohmaier, Pam Walzer, Jon Wilkins

Members Absent: Bob Jaffe

Others Present: Kevin Slovarp, Jack Stucky, Phil Smith, Doug Harby, Wayne Gravatt, Derek Goldman, Gary Bakke, Bob Giordano, Bob Wachtel, John Hendrickson

I. ADMINISTRATIVE BUSINESS

- A. Approval of the minutes of [August 11, 2010](#) – Approved as submitted
- B. Announcements – None
- C. Public Comment on Non-Agenda items – None

II. CONSENT AGENDA ITEMS

- 1. Approve an amendment to the Amended Agreement between the City of Missoula and Lloyd A. Twite Family Partnership related to Sanitary Sewer Extension and Upsizing for the South Missoula Area. ([memo](#)) – Regular Agenda (Kevin Slovarp) (Referred to committee: 08/16/10) REMOVE FROM AGENDA

Motion: The committee recommends the City Council approve the Second Amendment to the Amended Agreement between the City of Missoula and Lloyd A. Twite Family Partnership related to Sanitary Sewer Extension and Upsizing for the South Missoula Area.

Kevin Slovarp, City Engineer, requested the City Council approve this second amendment between the City and the Lloyd Twite Family Partnership relating to the Sewer Extension for the South Missoula Area. He said this second amendment would amend the March 1, 2010 amendment between the City and the Lloyd Twite Family Partnership, and the original September 15, 2008 agreement between the City and Maloney Properties, LLC. He said Lloyd Twite would do the Linda Vista Boulevard Interceptor portion of this project for \$34,178.00. Mr. Slovarp said if this project were done in multiple pieces it would cost approximately \$54,000.00 and by approving this second amendment it would save the City approximately \$20,000.00; the money to pay for this project would come from the Wastewater Replacement and Depreciation account not the general fund.

Jason Wiener asked why this new section of sewer was being funded from the Replacement and Depreciation funds.

Kevin Slovarp said this was previously programmed with the Replacement and Depreciation funds so we had a budget in place for this project. He said we wanted to get this small portion of the project completed and with the \$20,000.00 cost savings we were able to get, it was a winning situation.

Pam Walzer made the motion for the City Council to approve the Second Amendment for the amended Sewer Extension for the South Missoula Area.

The motion was passed unanimously.

III. REGULAR AGENDA ITEMS

- 1. Approve and authorize the Mayor to sign an agreement with the Montana Department of Transportation for up to \$56,397, of which up to \$48,829 is federal CMAQ (Congestion Mitigation and Air Quality) funds to be used for painting bike lanes with epoxy in FY2011. ([memo](#)) - Regular Agenda (Phil Smith) (Referred to committee: 08/16/10) REMOVE FROM AGENDA

Motion: The committee recommends the City Council approve and authorize the Mayor to sign the agreement with the Montana Department of Transportation for up to \$56,397, of which up to \$48,829 is federal CMAQ (Congestion Mitigation and Air Quality) funds to be used for painting bike lanes with epoxy in FY2011.

Phil Smith, Bike/Pedestrian Coordinator summarized the Epoxy Paint project for painting bike lanes saying the epoxy paint would have a minimum of five years durability versus less than one year of durability with regular paint. He said this is a maintenance project not a new conception project or a street reconfiguration project and he is seeking the Council's approval for the Mayor to sign the agreement with the Department of Transportation to use federal Congestion Mitigation and Air Quality (CMAQ) funds to paint the bike lanes with epoxy paint.

Wayne Gravatt, Traffic Services Coordinator, said this project would save the City a tremendous amount of money in addition to the safety aspect of keeping the bike lane lines visible at all times per the Manual on Uniform Traffic Control Devices (MUTCD) requirements. He said they were working with the Montana Department of Transportation building a good working relationship. He said we would be allowed to use their epoxy inspectors.

Dave Strohmaier asked if the streets chosen for this project were synchronized with the chip/seal schedules of the streets, Phil Smith said yes.

Pam Walzer wanted to know if every single bike lane would be a five foot width with a bike emblem.

Phil Smith said the five foot width everywhere is the intent. The type of striping, one or two lines, does vary on some streets.

Public Comment:

Bob Wachtel, a member of the Bike/ Ped Board and the Bike/Walk Alliance for Missoula, said the bike lanes varied in width on different streets and ideally they wanted to keep all bike lanes standard. He said he appreciates the efforts of the Public Works Department in trying to accommodate their concerns. He said he would like to support the epoxy paint project in principal and specifics, but as the paint actually goes on the streets they may have some continuing concerns.

Bob Giordano, Missoula Institute for Sustainable Transportation said they have measured bike lanes too and their goal is safety for bikers. He would like to see all lanes meet the American Association of State Highway and Transportation Officials (AASHTO) standard widths. He said he will continue to work with Public Works Department to see which streets the bike lanes could be accommodated to meet the standard widths.

Renee Mitchell wanted to clarify that bikes can be ridden in bike lanes, traffic lanes and on sidewalks. She asked how much are bike riders paying towards the cost of painting bike lanes. She feels that not all streets should have bike lanes because many of them are too narrow. She said it would help if the bike community would contribute even a token amount and she was wondering how much money from bike licenses goes towards painting. She asked what the cost of the epoxy paint was versus regular paint

Phil Smith said epoxy costs approximately five times more but it lasted longer; however in addition to the cost of regular paint we would also need to include the cost of personnel to paint and the equipment.

Roy Houseman made the motion to have the Council approve the recommended motion for painting the bike lanes with epoxy paint using federal Congestion Mitigation and Air Quality (CMAQ) funds.

The motion passed with ten ayes and one nay (Dick Haines).

2. T4 America partner support ([memo](#)) – Regular Agenda (Stacy Rye) (Referred to committee: 08/16/10) **HELD IN COMMITTEE**

Stacy Rye gave a brief introduction about the Transportation for America Coalition and turned the presentation over to Derek Goldman.

Derek Goldman distributed a brochure and a members list of local Montana Campaign Partners. He presented a Power Point highlighting the key priorities of the coalition and stressed some of their goals including but not limited to creating jobs, public transportation, building world class railroads, and maintaining existing systems while giving Americans transportation options. He asked the City of Missoula to join their coalition.

Dave Strohmaier made the motion that the City Council joins the Transportation for America Coalition, saying he was a supporter of railroads for transportation and he thinks the coalition supports that goal.

Lynn Hellegaard said she did not support the motion because she had not had the time to review the bill. She objected saying that the majority of the members on this list lobbied against the rural states so we would be supporting an organization where the majority of their members are lobbying against us; she said there were no rural or transit providers on the members list and that should raise a flag. She said a transportation study under President Bush says we need to shift away from rural and she was afraid to sign on for unwritten bills.

Renee Mitchell asked what does join mean and what is the cost; also who is ultimately behind this organization. She said she had too many questions at this time to support the motion.

Derek Goldman said there was no cost just a partner form to fill out with contact information. He said they have over five hundred members now and to check out their web site at "t4america.org/who-we-are" for a current list. He said the two co-chairs are Reconnecting America and Smart Growth America.

Ed Childers said he would also need to review this and find out more details before he could give his support.

Dick Haines said he shares Dave Strohmaier's point of view but he cannot support joining the coalition at this time.

Jason Wiener said he was interested in the overall target amount for transportation. He said he has had people from the Senators' office suggest that we would come out on the losing end of this. He said the state might get more control but they would have less money to work with; he said we would be cautious about endorsing this without more details.

Stacy Rye stated that she could not understand the lack of support of some of the council members; and that forty three Montana members including the mayor, plus the support of Senators Baucus and Tester, would not allow that somehow rural states would get less money. She asked Derek Goldman to explain the money situation.

Derek Goldman said money amounts were not set yet as to what the next transportation bill would be. The idea is there would be more money available for rural areas. They want more public transportation, bike lanes, sidewalks and railroads. He said they were really pushing to devolve authority over federal transportation dollars so the Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO) would not have to be so dependent on the Montana Department of Transportation for dispersing the money.

Marilyn Marler asked if there were a specific bill the coalition was currently lobbying for and would Derek send the information on this bill. She thinks that not everyone who could sign on has yet signed as members. Ms. Marler expressed some concerns also, and said she would like more discussions.

Derek Goldman said the Livable Communities Act was current and this bill also specified a category to fund smaller populations.

Ed Childers made a motion to table this item and bring it back for discussion.

There was no Public Comment.

The motion to table passed unanimously. Jason Wiener said he will hold the item for rescheduling.

3. Amendment to Missoula Municipal Code 15.44, Oversize Loads and House Moving and 5.70.020 House Moving License – Generally. ([memo](#))—Regular Agenda (Steve King) (Referred to committee: 08/02/10) **REMOVE FROM AGENDA**

Jon Wilkins said his concern was if a project was started and the law changes the project doesn't have to abide by the new changes, he wanted to know if this would apply to these oversized loads. He also wanted to know if Montana Department of Transportation was going to agree with this amendment.

Doug Harby Construction Project Manager said that the changes made were with Montana Department of Transportation's approval. Our fees would be to cover actual direct costs to the City for inspections and verification that signals have been installed correctly, nothing in this ordinance applies to the current project of oversized loads. He said the City cannot prohibit these loads from going through on state primary routes, but this is not a permit, this is a reimbursement of costs the City incurs so this is a fee for reimbursement. He said the City has a memorandum of understanding from this company and they have agreed to pay the adjusted fees in increments as the project progresses.

Jason asked if everyone had a chance to review these changes to the ordinance and he would set aside any objections until this was brought up as a regular ordinance. He said this was a pre-public hearing item and he would make sure this would be attached to the agenda for Monday night's meeting so everyone would be able to read what will be discussed as an emergency ordinance.

IV. HELD AND ONGOING AGENDA ITEMS

1. Discussion on the sizes of grease interceptors for the restaurant industry ([Grease Interceptor PowerPoint](#)) ([memo](#)).—Regular Agenda (Stacy Rye and Bob Jaffe) (Referred to committee: 04/21/08)

2. Consider restructuring the city's Sewer Loan Program along the lines of the recently approved change to the Sidewalk & Curb Loan Fund.—Regular Agenda ([Chapter 3.16 – Sidewalk & Curb Loan](#)) ([Chapter 3.18 Sewer Loan](#)) ([Ordinance 3344](#)) (Ed Childers) (Referred to committee: 06/26/06)
3. Review infrastructure conditions at the locations of serious and fatal traffic accidents: 2007-2009 ([memo](#)).—Regular Agenda (Jason Wiener) (Referred to committee: 01/25/10)
4. Resolution to restore vacated Inez Street at South 2nd Street to the public trust and public use, and vacate a public access easement that was a condition of the vacation ([memo](#)).—Regular Agenda (Carla Krause) (Referred to committee: 04/26/2010)

V. ADJOURNMENT

Respectfully Submitted,

Peggy Diamond
Program Specialist
City Public Works Department