

Capital Improvements Plan

CITY OF MALTA



Adopted On May 9, 2023

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Capital Improvements Plan

May 2023

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CONTENTS

EXECUTIVE SUMMARY	4
INTRODUCTION	5
What is a Capital Improvements Plan & Why Have One?	5
Key Elements	5
MALTA AT A GLANCE	7
PUBLIC OUTREACH AND ENGAGEMENT	9
WASTEWATER TREATMENT PRIORITIES	10
DRINKING WATER PRIORITIES	14
FIRE DEPARTMENT PRIORITIES	18
BUILDING PRIORITIES	19
EQUIPMENT PRIORITIES	20
PARKS, RECREATION & TRAILS PRIORITIES	21
STREET PRIORITIES	23
STORM WATER PRIORITIES	24
MALTA MILK RIVER LEVEE	26
IMPLEMENTATION	27
PRIORITY RECOMMENDATIONS	27
TIMELINE	27
FINANCING IMPROVEMENTS	27
SUMMARY	33
SUMMARY OF RECOMMENDATIONS	33
OVERALL PRIORITIES	33

LIST OF TABLES

Table 1 - Highest Priorities for the City	4
Table 2 - Wastewater System Priorities	12
Table 3 - City of Malta Water Main Inventory	175
Table 4 - Drinking Water Priorities	16
Table 5 - Fire Department Priorities	197
Table 6 - Building Priorities	208
Table 7 - Equipment Priorities	19
Table 8 – Parks, Recreation and Trails Priorities	2321
Table 9 - Street Priorities	22
Table 10 - Storm Water Priorities	24
Table 11 - Malta Milk River Levee	255
Table 12 - Overall Improvement Priorities	3332

LIST OF FIGURES

Figure 1 - Location of Malta	8
Figure 2 - West Side Lift Station	9
Figure 3 - Dobson Lift Station	10
Figure 4 - Treatment Units	10
Figure 5 - Blower Building at Lagoons	11
Figure 6 - 176,000 gallon water storage tank	14
Figure 7 - 400,000 gallon water storage tank	14
Figure 8 - Legg Well	15
Figure 9 - Water Booster Station	15
Figure 10 - Event Center	18
Figure 11 - City Shop Building	18
Figure 12 - Swimming Pool	20
Figure 13 - Legg Storm Pump Building	25
Figure 14 - Legg Storm Pumping Wet Well	25
Figure 15 - Ditch Storm Drain Pump Station	26
Figure 16 - Flood Levee	26

LIST OF APPENDICES

Appendix A - Street Inventory Report

EXECUTIVE SUMMARY

The essential components of this Capital Improvements Plan (CIP or Plan) include the identification of projects; evaluation and prioritization of projects; and the development of cost estimates and funding approaches. Ultimately, the plan is intended to ensure the City is positioned to:

- improve its 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 lifecycle 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;
- improve financial planning by balancing needs and resources and identifying funding options; and;
- develop an implementation schedule for prioritized projects

While much of the City’s budget and financial planning efforts are by necessity focused on one or at most two-year intervals, capital planning can still help focus attention on the City’s long-term objectives and financial capacity. This will help the City balance operating and capital needs. Like many communities in Montana, the City is often faced with the option of reducing its capital plan objectives in order to balance the operating budget. A formal and adopted capital improvements plan will help to maintain a consistent level of spending for capital needs, barring any unforeseen events.

The City retained Great West Engineering to help prepare the CIP. The City Public Works Director, Clerk and Mayor worked with staff at Great West Engineering to identify needed projects and to provide detailed costs for as many as possible. The CIP was funded through a planning grant received from the Montana Department of Commerce, Community Development Division, and matched by local resources.

The individual projects identified in this plan were evaluated by the City with a view to the community’s long-term objectives and how they relate to each other. The evaluation resulted in a list of the highest capital improvement priorities for the City as determined by the City Council in consultation with City staff and residents.

Table 1 - Highest Priorities for the City

Priority	Facility	Recommended Project	Estimated Cost
1	Water System	Immediate Tank Repairs to 176,000 Storage Tank	\$TBD
2	Water System	Robinson Well Upgrade Meter, Valve	\$TBD
3	Wastewater System	Plumb Discharge Line through UV	\$30,000
4	Wastewater System	Complete Effluent Discharge Line	\$35,000
5	Milk River Levee	Malta Milk River Levee Accreditation Feasibility Study	\$50,000
6	Building	New Garage Door at City Shop	\$10,000
7	Streets	S 3 rd Avenue W from 6 th to 1 st Streets	\$30,000
8	Streets	S 6 th Avenue E - Intersection@ 2 nd Street E to 4 th Street East and to 5 th Avenue E	\$28,000
9	Water System	Water System PER	\$60,000
10	Milk River Levee	Explore options to address erosion on private levee north of Malta.	\$TBD
Total Estimated Cost: \$			\$215,000 (plus TBD)

INTRODUCTION

Based on input from City staff, officials, and residents, this Capital Improvements Plan (CIP) focuses on evaluating City infrastructure, including water system, wastewater system, solid waste, administrative facilities and equipment, shop facilities, equipment, and public buildings. The CIP describes the level of recommended upgrade or repair necessary for each asset and the available budgetary costs. The CIP will also help guide the City Council in identifying viable funding sources for its infrastructure needs.

What is a Capital Improvements Plan & Why Have One?

This Plan (CIP) is a blueprint for identifying the City'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 City's infrastructure needs. The Plan strives to reflect the priorities of City residents and to exemplify sound financial practices.

The CIP process consists of six basic steps:

- Inventory and evaluation of infrastructure, facilities, and equipment.
- Advice and guidance from residents on priorities.
- Prioritization of needs.
- Identification of funding options to meet the needs.
- Matching funding sources with improvements; and
- Formal adoption and use by the City Council.

The process provides an orderly and routine method of identifying and financing capital improvements and makes capital expenditures more responsive to the needs of residents by informing and involving them in the process. Thus, the CIP process should ultimately save the City financial resources.

Key Elements

The development of this CIP required several essential elements, including:

- Inventory/Analysis: Evaluation of City infrastructure, including water and wastewater systems, roads, solid waste, administrative facilities and equipment, shop facilities, equipment, and public buildings. Based on City staff input, field reviews, previous data reports, and residents' input, the City created an inventory of existing infrastructure.
- Prioritization: Identifying the City's highest priority projects is essential to addressing critical public health and safety needs and avoiding long-term deferred maintenance costs that can result from neglecting infrastructure or equipment for too long.
- Cost Estimates: Preliminary cost estimates for proposed improvements 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 a specific improvement project's actual cost 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 current sources.
- Resident Involvement/Outreach: Resident outreach and support of the CIP were important to the planning process. The input of residents needed to be collected and considered during the preparation and adoption of the CIP. Public outreach methods for the CIP included: solicitation of public comments on the draft document through participation in public meetings, and comments on

the draft document that was posted on the City website and available in City Hall, and a public hearing by the City Council.

- Adoption and use of the CIP: The City Council formally adopted the CIP by resolution, and the final document will be utilized during the Council's annual budgeting process.
- Annual CIP Update: The CIP should be a living document and used annually for budgeting for improvements. Thus, 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 are typically done during the budgeting process.

MALTA AT A GLANCE

The City of Malta is the county seat of Phillips County and the jurisdictional area of the City covers approximately one (1) square mile. Located on Montana's Hi-Line, at the intersection of U.S. Routes 2 and 191, Malta is approximately 206 highway miles north of the City of Billings, and 89 highway miles east of the City of Havre. Malta, incorporated in 1909, was originally a railroad station stop, Siding 54, for the Great Northern Railroad. Legend states the Great Northern Railroad crew named the City of Malta by spinning the globe and pointing to the Island of Malta. The form of government is Mayor/Council with a Mayor elected at large and four councilpersons elected from two wards.

The City of Malta provides water, sewer, streets, parks, recreation, and garbage pickup, as well as the operation of a licensed landfill. Malta contracts with Phillips County for law enforcement services and finances and provides a fire hall/station for a volunteer fire department.

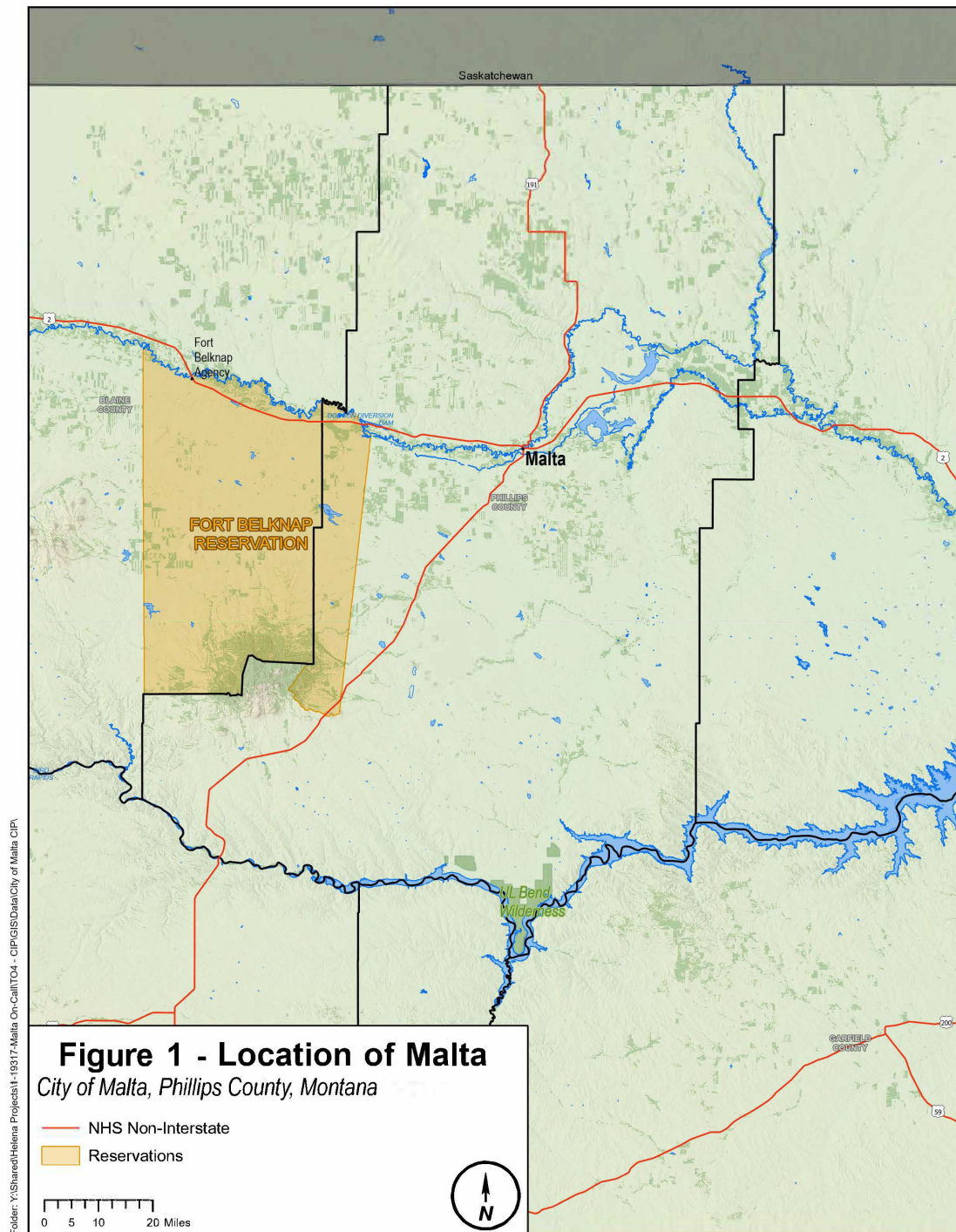
According to the United States Census Bureau, in 2020 the estimated population of the city was 1,860 people and the average median age of residents was estimated at 49.6 years of age, although this estimate should be used with caution. The Census Bureau also indicated that there were 912 households in the City in 2020.

Malta has a diversified economy and offers job opportunities in various sectors. According to the United States Census Bureau, the top five industries for the civilian employed population 16 years and over in Malta includes education, health care and social assistance (18.5%), arts, entertainment, recreation, accommodation, and food services (14.6%), retail trade (14.3%), construction (13%) and transportation, warehousing, and utilities (12%). In 2020, the City's unemployment rate was 4.26 percent (Headwaters Economics, Economic Profile System).

Median Household income in 2020 was just over \$44,000, which is lower than Phillips County and Montana as a whole. According to the Community Survey Data published by the Montana Department of Commerce, Malta has a Low & Moderate Income population of 54.1% and an 8.4% poverty rate.

With regards to housing, 29.2 percent of residents spend 30 percent or more of their income on housing, and 43.5 percent of renters pay more than 30 percent or more of their income in rent (Headwaters Economics, Economic Profile System). When the income share devoted to housing is above 30 percent of a person's income, it can indicate housing unaffordability.

Figure 1 - Location of Malta



PUBLIC OUTREACH AND ENGAGEMENT

Outreach and engagement with City residents was an important part of this planning process. Much of the outreach regarding capital improvements was done as part of the community discussions surrounding project-level needs. The City Council also regularly discusses capital projects during its monthly meetings.

A working draft of the plan was presented to the Council on April 15, 2023. The Council reviewed and edited the document with the guidance from the City Public Works Director. A final draft version of the plan based on input from the Council was made available to residents on April 21, 2023. The plan was available as a download via the City website and printed copies were available at City Hall. The Council held a hearing on the final draft on May 9, 2023, and the Council formally adopted by the plan by resolution at a Council meeting on May 9, 2023.

WASTEWATER TREATMENT PRIORITIES

This section describes the City's overall wastewater system and summarizes major upgrade or improvement priorities.

History

Malta's original gravity collection system was constructed prior to 1937, and additions to the system have been made since that time. The first reference to the City's sewer system is in a map produced in 1937 that shows the gravity collection system, manholes, and a direct discharge to the Milk River. In the 1950s, the City constructed the main lift station (Trafton), force main, and the treatment lagoons.

Collection System

The gravity system consists of approximately 80,000 feet of gravity mains. The City's overall utility map is attached to this report. According to City staff, the original collection mains consist primarily of clay tile. Additions to the collection system have been constructed of asbestos cement pipe and PVC. The system is generally in fair to good condition given its age. The City has a sewer jetter it uses to regularly clean mains on a rotating cycle. The jetter is nearing the end of its useful life and needs to be replaced. It is a high priority for the City to purchase a new jetter for continued maintenance of the collection system. In addition, it is recommended that the City purchase a camera system for the jetter so that the sewer mains condition can be evaluated as part of the regular cleaning process.

Lift Stations

The City operates and maintains six different lift stations throughout the collection system. Five of the lift stations service a portion of the collection system, while all the wastewater is directed through the Trafton Lift Station, which is also known as the main lift station. The Trafton Station was the oldest station within the system and was constructed in the 1950s. It is located immediately south of the Milk River within and the north side of the City's Trafton Park. Wastewater is pumped approximately 2,800 feet through an existing 10-inch force main to the City's wastewater treatment facility located north of the Milk River and highway 191. In 2022-23, a new Trafton Lift Station was constructed to replace the old facility. This project was financed utilizing the City's ARPA funds.



Figure 2 - West Side Lift Station



Figure 3 - Dobson Lift Station

The other five stations, Robinson, Dobson, Legg, West Side, and Murray are between 10 and 40 years old. The Robinson, Legg, and Murray stations are all in good condition. The West Side Lift Station is eminently in need of upgrades and repairs and is included as an upcoming high-priority project for the City. There are some design issues with Dobson Lift Station which are causing excessive wear on the pump and electrical equipment. The wet well has an inadequate capacity, which results in the pumps starting and stopping an excessive amount of times. In addition, there is no VFD to control pump start-up and speed, so the frequent across-the-line starts are damaging to the pump motors. It is recommended that the City install VFDs to mitigate this issue, so this is a priority project.

City staff visits all sites (lift stations, well houses and lagoon) every day, 7 days a week to check on each system through visual checks. Only the Legg Station is currently on SCADA (Supervisory Control and Data Acquisition). The Traffon Lift Station was replaced in the winter of 2023 and includes a SCADA system. To save time and resources, the City is considering a project to move all the lift stations together on a single SCADA view showing operating conditions and history. This system would reduce trips for the operators and allow them to address potential issues proactively. This project is included as a priority project for the City to complete.

City staff visits all sites (lift stations, well houses and lagoon) every day, 7 days a

Treatment System

The original treatment lagoons were constructed in the 1950s, and the system was originally designed as a facultative treatment system with continuous discharge. A major upgrade project was completed in 2009 that converted the treatment facility to a storage and irrigation system. The new facility treats and stores wastewater during the winter months and land applies it to an agricultural field northeast of the lagoon site. Wastewater is treated in an aerated primary treatment lagoon, held in storage lagoons, then pumped through an ultraviolet disinfection system to an irrigation pivot on the land application site. The City also has a surface water discharge for occasional years when the stored volume of wastewater exceeds the capacity of the land application site to accept. Surface water discharges are completed via an 18-inch CMP discharge line to the Milk River. It is believed that this discharge line dates to the original 1950s construction of the lagoons.



Figure 4 – Ultraviolet Treatment Units

The wastewater treatment system needs a few upgrades, which are prioritized in the CIP. The Montana DEQ is requiring that when surface water discharges are required that the wastewater needs to be plumbed and pumped through the Ultraviolet system. This project is already designed and is high on the

priority list. A portion of the surface water discharge line was replaced in 2020. There is still a portion of the line west of the highway that requires replacement, and this is a high-priority project. Finally, the City recently replaced one of the blowers for its aeration system. The other blower needs to be replaced in the next few years. H&S Environmental measured the sludge levels in the treatment lagoons in September 2021. Measurements showed that the treatment lagoon was the only lagoon with a significant sludge layer with an average depth of 1.8 feet. This is not enough to significantly impact the treatment performance, so Great West recommends the sludge be remeasured in 2028.



Figure 5 - Blower Building at Lagoons

Given the age and condition of the Wastewater System, the City is planning to review and analyze the entire system in 2025 through a comprehensive Professional Engineering Report (PER). In anticipation of that project, the City will collect visual data on the collection system as part of its ongoing annual maintenance to clean lines. An upgraded sewer jetter, with the capacity to video inspect lines is needed as discussed earlier.

It is recommended that the City use leftover ARPA funds from the Trafton Lift Station project to complete the top three wastewater priorities. The City's wastewater enterprise fund and/or a small SRF loan would complete the next four priorities on the list.

Table 2 - Wastewater System Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2023	Plumb Discharge Line through UV	\$30,000	City ARPA Local Fiscal Recovery Funds
2	2023	Complete Effluent Discharge Line	\$35,000	City's Wastewater Enterprise Fund
3	2023	SCADA for Lift Stations	\$25,000	City's Wastewater Enterprise Fund
4	2023	Westside Lift Station	\$75,000	City ARPA Local Fiscal Recovery Funds
5	Annual	Sewer Main TV Program	No capital cost	Annual O&M Budgeting
6	2025	Dobson Lift Station	\$30,000	City's Wastewater Enterprise Fund
7	2025	Wastewater PER	\$60,000	State Planning Grants (MCEP & DNRC), City Funds
8	2028	New Blower	\$35,000	City's Wastewater Enterprise Fund
9	2028	Measure Sludge Levels in Lagoons	\$2,500	City's Wastewater Enterprise Fund
10	2030	Replace Sewer Jetter/Camera System	\$110,000	City ARPA Local Fiscal Recovery Funds
Total Estimated Cost:			\$402,500	

DRINKING WATER PRIORITIES

This section describes the City's overall public water system and summarizes major upgrade or improvement priorities.

The water system serves approximately 1,300 residential and commercial customers. The system provides basic domestic water service, irrigation service, and fire protection to the city residents. The water system includes water meters on the individual service lines.

Source/Supply/Treatment/Storage

There are four domestic wells within Malta that pump and supply drinking and firefighting water. Source water is treated at each wellhead, with sequestration for manganese removal, and hypochlorination for disinfection. Treated water is delivered to two storage tanks, in the southern part of the City, sized at 176,000 gallons and 400,000 gallons, respectively. The older, 176,000-gallon tank was constructed in the

1940s. This tank has been re-coated and had its roof replaced. The newer, 400,000-gallon tank was constructed in 1981.



Figure 6 - 176,000 gallon water storage tank

used only for irrigation. The four wells which currently supply Malta's drinking water are the Robinson, Legg, New Pool and New Catholic wells, which were constructed or refurbished in 1968, 1981, 1993 and 1999, respectively. Each well received a chlorination system and new telemetry system in 1999. A standby generator was purchased for the New Catholic well in 2006. The standby generator is capable of supplying auxiliary power at the well houses, but the Robinson, Legg and New Pool wells do not have transfer switches installed.

The first well used in Malta, the Swimming Pool well, was constructed in 1913. The Swimming Pool well was refurbished in 1993 and is currently in use. In 1949, a second well, the Old Catholic well, was drilled and used for 50 years. In 1999, the Old Catholic well was refurbished with a new pump, screen and treatment system. The Trafton Irrigation well was drilled in 1962, but it is



Figure 7 - 400,000 gallon water storage tank



Figure 8 - Legg Well

None of Malta’s wells have a Supervisory Control and Data Acquisition (SCADA) system in place. This makes supervision, monitoring, and efficient response to conditions difficult and costly. Upgrading the telemetry system to a full SCADA system is a medium-priority project.

Distribution

The distribution system includes about 21 miles of asbestos cement transite, ductile iron, PVC, and steel mains. The distribution system serves areas on both sides of the Milk River, including the Airport and Golf Course. The main lines to the storage tanks are 10 and 12-inch pipe, and most of the distribution system is 8,6, and 4-inch pipe. There are 137 fire hydrants throughout the system which supply fire water. Distribution system mains were installed as long ago as 1913, when the first well was drilled. Since then, multiple materials, typically asbestos cement transite, cast iron, and PVC have been used to complete the matrix of new and old pipe mains which Malta currently utilizes.

The City completed a major distribution system replacement project in 2017 in which several thousand feet of old and undersized mains were replaced. **Table 3** shows the current inventory of water mains in the City. This shows that there is still almost 60,000 feet of cast iron and asbestos water mains that need replacement due to age and condition. In order to make the replacement of the water mains affordable, Great West recommends that the City replace 8,000 to 10,000 feet of water main every two years utilizing State and Federal grant funding to maximize the value of the City’s investment with each project phase. This approach has been used successfully in several communities in which Great West works.

The City also has a small booster station for a higher pressure zone in the Hillcrest area. The City recently replaced the electrical and control equipment, and the facility is currently in good condition.

In order to be eligible for construction grant funds, the City needs to prepare an updated Water System Professional Engineering Report (PER) on the water system. The PER will be used to inform infrastructure needs, including the water main replacement needs, throughout the water system. This effort can be largely funded through several planning grants available from the State of Montana in 2023. Completion of a Water PER is a high priority for the City.

The City is mandated by the EPA to complete a Lead Service Line Inventory by October of 2024. Federal funding will be available for both a lead service inventory and the replacement of lead services.



Figure 9 - Water Booster Station

The City submitted a Lead Service Line Survey to the State of Montana Department of Environmental Quality (DEQ) in 2022. This survey outlined the known presence of lead service lines and included a timeline and estimated cost to complete a comprehensive inventory and plan to mitigate the lines. Upon completion of the Lead Service Line Inventory, the number of lead service line replacements can be refined. Currently, it is assumed that approximately 50 connections will require replacement based on a general understanding of the existing system and recent water projects.

Table 3 - City of Malta Water Main Inventory

City of Malta Water Main Inventory		
Diameter (in)	Length (ft)	Length (miles)
Asbestos Cement Transite		
4"	1,653	0.3
6"	44,593	8.4
8"	--	--
10"	2,657	0.5
12"	2,081	0.4
Total	50,984	9.7
Cast Iron		
4"	460	0.1
6'	7,009	1.3
8"	--	--
Total	7,468	1.4
PVC		
4"	--	--
6"	16,483	3.1
8"	28,323	5.4
10"	2,427	0.5
12"	2,443	0.5
Total	49,676	9.4
Grand Total	108,128	20.5

Priority summary

The following is a list of the proposed drinking water project priorities.

Table 4 - Drinking Water Priorities

Priority	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2023	Immediate Tank Repairs to 176,000 Storage Tank	\$TBD	Water Enterprise Fund
2	Future	Robinson Well Upgrade Meter, Valve	\$TBD	ARPA LFR, Water Enterprise Fund
3	2023	Water PER	\$60,000	State Planning Grants (MCEP, DNRC. And ARPA); City Funds
4(A)	2024	Lead Service Line Inventory	\$TBD	Dept. of Commerce CTAP Funds
4(B)	2025	Lead Service Line Replacement	\$900,000	EPA/SRF Funding
5	2024	Well SCADA/meters & Tank Level Monitoring.	\$50,000	Water Enterprise Fund
6	2025/2026	Tank Replacement	\$TBD	To Be Determined in PER
7	Start in 2026, with a scheduled on-going program every 2 years	Water Main Replacement Program	\$2,250,000	\$750,000 MCEP, \$1.5M SRF Loan with 50% Forgiveness
Total Estimated Cost:			\$3,260,000 (plus TBD)	

FIRE DEPARTMENT PRIORITIES

Fire services in the City of Malta are provided by the Malta Volunteer Fire Department. The City finances and provides a fire hall/station, which is located across the street from City Hall. The following Table 5 is the current list of priorities for the Fire Department.

Table 5 – Fire Department Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	Annually	SCBA Packs (City Council recently approved three)	\$18,000	City

BUILDING PRIORITIES

The City is responsible for the maintenance of buildings ranging from City Hall, Fire Hall, Community Center and City Shop. In 2022, the City purchased the National Guard Building that is currently used as a community event center. The following Table 6 is the City’s current list of building priorities.



Figure 10 - Event Center



Figure 11 – City Shop Building

Table 6 - Building Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024	New Garage Door at City Shop	\$10,000	City
2	2024	Wiring to Generator Set	\$5,000	City
Total Estimated Cost:			\$15,000	

EQUIPMENT PRIORITIES

Equipment needs in the City include those related to maintenance.

Landfill Compactor

It is estimated by City staff that the City will need a new landfill compactor within three to four years. The cost is based on a used CAT 816 equivalent compactor with low hours. This cost is borne by the Solid Waste enterprise fund.

Loader

The City uses its loaders for the Streets, Water, Sewer, Parks and Landfill activities so the capital, operations and maintenance costs for this equipment are split five ways. Upgrades to the loader are expected to be needed within five years. The City intends to rehabilitate its CASE 621B.

Garbage Truck

The City needs to purchase a new garbage truck every eight years. The most recent truck was purchased in 2020. This cost is borne by the Solid Waste enterprise fund.

Landfill Track Loader

A new track loader is expected to be needed by the landfill by 2030. This cost is borne by the Solid Waste enterprise fund. The cost based on a used late model CAT 963 with low hours.

Grader

The City's current motor grader is a 2009 CAT 16. While it is large, it is a powerful machine that the City intends to continue to use

The following Table 7 is the City's current list of equipment needs.

Table 7 - Equipment Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2026	Landfill compactor	\$300,000	Solid Waste Enterprise Fund
2	2027	Loader Overhaul	\$50,000	General and Enterprise Funds
3	2028	Garbage Truck	\$300,000	Solid Waste Enterprise Fund
4	2030	Landfill Track Loader	\$175,000	Solid Waste Enterprise Fund
Total Estimated Cost:			\$825,000	

PARKS, RECREATION & TRAILS PRIORITIES

The City of Malta operates and maintains a system of outdoor parks as well as indoor and outdoor recreation facilities.

Malta's outdoor swimming pool is open seasonally, generally from early June through mid-late August. Opportunities include an open swim schedule, adult lap swim and swim lessons. The pool is experiencing water leaks and needs a new liner and gutter system. The liner would be a 60 mil colored PVC liner which would be anchored in the new gutter system. The gutter system cost is based on a standard concrete gutter.

The Malta City Hall Gym/Weight Room offers individual and family memberships for a monthly or yearly fee. City Parks and Recreation offers programs ranging from adult fitness to children's sports. The gym is

open to the public for free during business hours at no charge. This facility is in good condition.



Figure 12 - Swimming Pool

The Malta Skate Park is a 4,000-square-foot outdoor facility constructed in 2016 with funding assistance from Pearl Jam bassist Jeff Ament and local contributions. The facility is located in the City's Hillcrest Park and is free and open to the public. The facility is in good condition.

Riverview Park, located in the southwest area of the City, includes access to the M Trail and features play structures. This facility is in good condition.

Veterans Park is located in the downtown business district and is a gathering place for local community events. This facility is in good condition.

Trafton Park is located north of the intersection of US Highways 191 and 2 and within .5 miles of the Amtrak Station. Trafton features overnight camping for a fee and includes restrooms and potable water. Other features include basketball and volleyball courts, softball fields, an arena, play equipment, horseshoe pits and

access to the Trafton Trail. Fishing access is provided along the Milk River, which surrounds the park on two sides. The park is centrally located in Malta with easy access to shopping, museums and restaurants. The park does not have an irrigation system and is in need of grandstands. Trafton Park is a good candidate for a Park Master Plan Study. With a Master Plan the City could apply for funding to the CDBG, Recreational Trail Program (RTP), and Land and Water Conservation Fund (LWCF) programs for construction funding and complete the project under a phased approach over a number of years.

The City would also like to upgrade the old Milk River bridge at Trafton Park as an attraction for Park users. A study was completed in 2021 looking at alternatives for upgrading the bridge utilizing RTP and LWCF funding sources.

Picnic shelters are available at Malta Skate Park, Riverview and Trafton parks.

The City’s current priorities for parks, recreation and trail facilities are listed in the following table.

Table 8 – Parks, Recreation and Trails Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2024-2034	Trafton Park Irrigation system	\$50,000	Local Resources
2	2024	Trafton Park Arena Grandstands	\$50,000	Local funds, Grants
3	2024	Park System Master Plan	\$50,000	City Initiative & City Resources
4	2025	Pool Liner/Gutter	\$130,000	General Fund
5	2026	Trafton Bridge/Trail Project	\$250,000	RTP, TSP, LWCF
Total Estimated Cost:			\$480,000	

STREET PRIORITIES

The City of Malta is responsible for maintaining 19 miles of streets. The City pays for street maintenance activities through a street assessment and gas tax revenues. A comprehensive inspection and evaluation of all the City streets was completed by Great West in the fall of 2022. The report characterizes the condition of all the streets in Malta, makes recommendations for improvements and estimates the costs of the proposed improvements. The detailed street evaluation report is included in **Appendix A**.

The following table lists the street priorities for the City.

Table 9 - Street Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2023	S 3 rd Avenue W from 6 th to 1 st Streets	\$30,000	Gas Tax, Street Assessment
2	2024	S 6 th Avenue E - Intersection@ 2 nd Street E to 4 th Street East and to 5 th Avenue E	\$28,000	Gas Tax, Street Assessment
3	2025	S 1 st Street W from 1 st Avenue to 5 th Avenue	\$47,500	Gas Tax, Street Assessment
4	2026	S 2 nd Avenue W from 1 st Street to 9 th Street	\$22,000	Gas Tax, Street Assessment
5	2027	S 6 th Street W from 1 st Avenue to 2 nd Avenue		Gas Tax, Street Assessment
Total Estimated Cost:			\$127,500	

STORM WATER PRIORITIES

The City of Malta has a comprehensive gravity storm drain system for northwestern portion of the City located south of Front Street that was constructed in the 1950's. The system is well maintained and is generally in good condition. There are also two areas in the City that require storm drain pumping systems. Both of these systems are in need of upgrades

Legg Storm Water Lift Station

The intersection of So. 7th Ave East and So. 6th St. East is located a topographical low in this part of the City. Stormwater is collected by storm drain inlets at the intersection which are drained by gravity to the south to the Legg Storm Drain pumping facility. The pumping facility pumps the stormwater via a forcemain to the South Dodson Canal.

The Legg Storm Water Lift Station was constructed in 1986 and consists of a below grade wet well/dry well pumping system. Two solids handling pumps located in the dry pit pull water from the wet well through suction lines and discharge to the forcemain. An above grade enclosure above the dry pit houses electrical equipment and controls. There are two primary issues with the facility. First, stormwater leaks from the wet well into the dry well area damaging electrical equipment and the pump motors which are not submersible. Second, the pumps are not located below the hatches in the above grade building so it is very difficult to pull the pumps for servicing.



Figure 13 - Legg Storm Pump Building

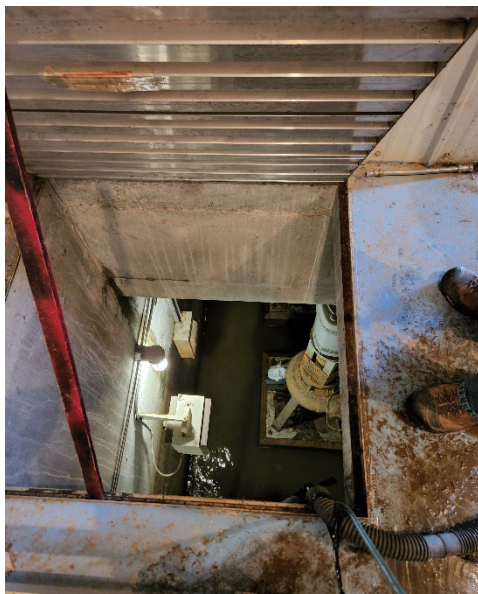


Figure 13 - Legg Storm Pumping Facility

Great West recommends that the wet well be retrofitted to accommodate submersible solids handling pumps deployed on a rail system. The dry pit area can then be abandoned. This is a very costly project with minimal opportunity for grant funding.



Figure 15 - Ditch Storm Drain Pump Station

Ditch Storm Drain System

The intersection of So. 5th Ave East and So. 9th St. East is located a topographical low in this part of the City. Stormwater is collected by storm drain inlets at the intersection which are drained by gravity to the south to the Ditch Storm Drain pumping facility. The pumping facility pumps the stormwater via a forcemain to the South Dodson Canal. The system works fairly well except it is not have the capacity to keep up with larger storm events. As a long-term priority we recommend replacing the pump with a higher capacity pump.

The following table lists the storm drainage priorities and estimated costs for the City.

Table 10 - Storm Water Priorities

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2030	Legg Lift Station Replacement	\$750,000	SRF Loan
2	2032	Ditch Storm Station to increase capacity	\$40,000	General Fund
Total Estimated Cost:			\$790,000	

MALTA MILK RIVER LEVEE

The Malta Milk River Levee is located along the western edge of Malta and generally begins near the intersection of River Drive and 7th Avenue West. The levee extends north for approximately 300 feet before turning and traveling in a northeasterly direction generally parallel to the Milk River until it intersects the existing railroad tracks just north of 1st Street West between 1st Avenue and 2nd Avenue West. Continuing to the east, the levee consists of the existing BNSF railroad embankment for approximately 1/2 -mile.



Figure 16 - Flood Levee

The existing levee was designed in 1994 by the United States Army Corp of Engineers (USACE) and constructed in 1996. The levee includes three segments: the initial segment consists of an earthen embankment for 1,500 feet, transitions into a reinforced concrete I-wall section with a length of about 1,200 feet, and the remaining portion of the levee is an earthen embankment which utilizes the existing BNSF railroad track embankment, to the end of the system. Since the construction of the levee, several inspections have been conducted by USACE personnel, the most recent of which was performed September 2021. This report indicates several areas of the existing levee with deficiencies, such as material degradation, wooded vegetation, and private property encroachment within the levee right-of-way.

The City is currently working with Great West Engineering to evaluate the feasibility of accrediting the existing levee on the east bank of the Milk River, per FEMA requirements. Pending the outcome of the evaluation, the City expects to pursue accreditation of the levee.

A private levee is located adjacent to the Riverside Inn and is eroding. The City is interested in exploring a project to reinforce the levee to protect adjacent properties, as well the City-owned Trafton Park.

Table 11 – Malta Milk River Levee

Overall Priority Ranking	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
1	2023	Malta Milk River Levee Accreditation Feasibility Study	\$50,000	Local Funds
2	2024	Explore options to address erosion on private levee north of Malta.	\$TBD	TBD
Total Estimated Cost:			\$50,000 (plus TBD)	

IMPLEMENTATION

PRIORITY RECOMMENDATIONS

The City of Malta has updated its Capital Improvements Plan (CIP) in order to ensure that its project priorities accurately reflect the City's needs. While all projects listed in the plan are needed, the Council ultimately had to decide what the final list of priorities should be based on criteria ranging from public health and safety to fiscal capacity. The Council will use this document as the primary financial tool for setting the City's annual overall budget. The document will be updated on a 5-year schedule or as projects are completed, or priorities change.

TIMELINE

In general, the City of Malta will initiate the development of its highest-priority projects within two years of the adoption of the CIP. The Council may commence with the development of lower-priority projects sooner if funding becomes available.

FINANCING IMPROVEMENTS

Determining how to finance a project is one of the most difficult and important parts of completing a capital improvement project. The City's analysis to fund projects is meant to keep user/tax rates stable and maximize state and/or federal loan and grant funds for capital expenditures. Incurring some debt is expected with large capital projects, and annual evaluations will be needed to balance debt service and operating expenditures. The City also needs to determine its 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 on City 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, special improvement districts, capital improvement funds, service charges, as well as federal, state, and private grant and loan funding. This is *not* an all-inclusive list of funding opportunities. The financing the City uses will depend on the scope and budget of the selected project(s). Each option should be carefully evaluated based on the project, needs, and financial capacity of the community.

Bonding

The different types of bonds authorized under State Law have applications and requirements.

A. 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. bonds 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 for their taxpayers.

B. Revenue Bonds

Revenue bonds are not guaranteed by the taxing authority of the local government entity issuing the bonds. Therefore, they are 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 system, wastewater system or a Special Improvement District (SID) for City improvements such as streets 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).

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 a resolution of the governing body and should include a prioritized schedule for the 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 the 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 may focus only on public infrastructure or it may 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. The needs assessment is the foundation of every CIP and because every community changes so does its needs.

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 the information be thoroughly documented, and the information be presented to the public. See the Public Outreach and Engagement section of this Plan for a description of how the City of Malta attempted to measure the City's needs for this effort.

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 City must plan for specific projects to be successful in making improvements.

Department of Commerce Montana Coal Endowment Program (MCEP) Grants can provide up to \$15,000 for preparing Preliminary Engineering Reports (PER) and Capital Improvements Plans (CIP). These grants require a dollar-for-dollar match. The City is eligible to apply for this funding.

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 (\$15,000 max), and updates to Technical Narratives and PER's, as well as CIP's

(\$8,000 max). The planning must address natural resources concerns. The City is eligible to apply for this funding.

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/Preliminary Architectural Reports (PARCDBG applications for a PER or CIP for water, wastewater or storm water systems that are not directly tied to economic development through job creation and job retention are accepted however, they may be considered secondary to other planning priorities for funding due to other state and federal program funds available. CDBG planning grants require a 1:3 local to grant funding match. The City is eligible to apply for this funding.

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

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

Montana Coal Endowment Program (MCEP) is a state-funded grant program administered by the Montana Department of Commerce (MDOC). MCEP provides financial assistance to local governments for water, wastewater, storm water, solid waste and bridge infrastructure improvements. Grants can be obtained from MCEP for up to \$500,000 if the projected user rates are between 100% and 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. MCEP grant recipients are required to match the grant dollar for dollar, however, the match may come from a variety of sources including other grants, loans, or cash contributions. The City is eligible to apply for this funding.

Renewable Resource Grant and Loan Program (RRGL) is funded through interest accrued on the Resource Indemnity Trust Fund and the sale of 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 to \$125,000 are available for projects that meet one or more of these objectives and does not require matching funds. The City is eligible to apply for this funding.

Community Development Block Grant (CDBG) is a federally funded program (HUD) 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 may be applied for in an amount of up to \$750,000 with a limit of \$20,000 per LMI household, therefore, a community needs 38 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. The City has a published LMI of 54.1% and is, therefore, eligible for this funding.

USDA Rural Development Water and Environmental Program (RD) provides RD provides grant and loan funding to municipalities for water and wastewater projects that improve the quality of life and promote economic development in Rural America. Municipalities with a population of less than 10,000 are eligible to apply, though; priority is given to those with a population of less than 5,500. Grant eligibility and loan interest rates are based on the community's median household income (MHI) and user rates. If the area to be served has a MHI of \$38,205 or lower and the project is necessary to alleviate a health and/or sanitation concern, up to 75% of the project costs are grant eligible. Up to 45% of the project costs are grant eligible if the planning area has an MHI between \$38,205 and \$47,757.

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 (City halls, courthouses, airport hangars, streets), community support services (childcare centers, community centers, fairgrounds), public safety, educational services, local food systems and food banks. Grant funding is based on population and median household income. The City is eligible to apply for this funding.

Drinking Water and Water Pollution Control State Revolving Fund (SRF) 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. The City is eligible to apply for this funding.

Economic Development Administration (EDA) provides grant funding for infrastructure projects that demonstrate the need for the placement of a new business. The amount of the grant is dependent on the number of jobs created. If the City has the potential for a project funded by EDA, it will explore the program details with Bear Paw Development and EDA.

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, 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 portion of this funding program is available for pavement preservation projects on existing facilities. A 13.42% match is required for all off-system projects. The City is eligible to apply for this funding.

Montana Main Street (MMS) Program is a state-funded program and is administered through the Montana Department of Commerce. This program promotes grassroots efforts to Member Communities through coordination and technical assistance, focused on a comprehensive approach to restoring healthy communities and preserving historic structures. Eligible projects include planning documents such as Downtown Master Plans and Revitalization Studies, Historic Preservation Plans, Preliminary Architectural Reports and Streetscape Design Plans, in addition to brick-and-mortar projects. The City is eligible to apply for this funding.

Montana Tourism Grant Program awards funds annually to projects that develop and enhance tourism and recreation products that have the potential to increase out-of-area visitation, and expenditures in a

community, and lend to overnight stays. The Tourism Grant Program is funded by the 4% Lodging Facility Use Tax, commonly known as the “Bed Tax.” Enacted by the 1987 Legislature, the Bed Tax is collected from guests of hotels, motels, bed and breakfasts, guest ranches, resorts, short-term vacation rentals, and campgrounds. The City is eligible to apply for these funds.

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.

Montana Fish Wildlife and Parks Recreational Trails Program (RTP) is a federally funded grant program that supports Montana’s trails. The funds come from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from nonhighway recreational fuels use; fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks. Funds from this program can be used for the maintenance and restoration of existing recreational trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, purchase and lease of recreational trail construction and maintenance equipment, construction of new recreational trails, acquisition of easements and fee simple title for recreational trail corridors, and development and dissemination of publications and operation of educational programs to promote safety and environmental protection. The City is eligible to apply for these funds.

Montana Fish Wildlife and Parks Trail Stewardship Program (TSP) was established following the 2019 Legislative Session when Senate Bill 24 was passed into law. Funding for TSP comes from a portion of Montana’s \$9.00 light vehicle registration fee, as well as a portion of marijuana tax revenue. This program will fund new trail and shared-use path construction, rehabilitation and maintenance of trails and shared-use paths, including winter grooming, and construction and maintenance of trailside and trailhead facilities. The City is eligible to apply for these funds.

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 must create employment opportunities.

Montana Gas Tax Revenue – Effective on July 1, 2022, Montana’s gas tax is 33 cents per gallon. According to the Montana Department of Transportation, during State Fiscal Year 2023, Malta will receive \$44,692 in its share of the fuel tax allocations. Gas tax revenue can only be used for the construction, reconstruction, maintenance, and repair of City streets and alleys.

Federal Emergency Management Agency (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 provides funding to assist with 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 award. The City may explore this funding source for its volunteer fire department.

FEMA Hazard Mitigation Program funding is available to help communities prepare for and recover from natural disasters, including drought, flooding and wildfires. FEMA administers three programs that provide funding for eligible mitigation planning and projects that reduce disaster losses and protect life and property from future disaster damages. The three programs are the Hazard Mitigation Grant Program (HMGP), the Flood Mitigation Assistance (FMA) Program, and the Pre-Disaster Mitigation (PDM) Program. If the City experiences flooding issues and wants to pursue funding, it will work with Great West Engineering, Inc. and Bear Paw to secure this funding.

- HMGP assists in implementing long-term hazard mitigation planning and projects following a Presidential major disaster declaration;
- PDM provides funding for hazard mitigation planning and projects on an annual basis; and
- FMA provides funding for planning and projects to reduce or eliminate the risk of flood damage to buildings that are insured under the National Flood Insurance Program (NFIP) on an annual basis.

USDA Emergency Community Water Assistance Grants help eligible communities prepare or recover from, an emergency that threatens the availability of safe, reliable drinking water. Emergencies include drought, flood, earthquake, tornado, hurricane, disease outbreak, chemical spill, or other disasters. A federal disaster declaration is not required, and grant awards range from \$150,000 for the construction of transmission lines to \$500,000 to construct a water source or treatment facility. The City will be eligible for this funding if it experiences a significant infrastructure loss related to a disaster or emergency.

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

SUMMARY

SUMMARY OF RECOMMENDATIONS

Although this CIP is a valuable tool for the City of Malta, it must be continually updated in order to represent current and changing conditions. Growth of the community through infill and annexation may affect the need for public services. The schedule of improvements must be reviewed and adjusted on an annual basis to account for changing public service demands and maintenance needs.

OVERALL PRIORITIES

The overall priorities for needed improvements have been established as shown in the following table based on input from the City Council, Mayor, Public Works Director and residents.

Table 12 – Overall Improvement Priorities

Facility	Estimated Fiscal Year	Project Name	Estimated Project Cost	Potential Funding Sources
Wastewater	2023	Plumb Discharge Line through UV	\$30,000	City ARPA Local Fiscal Recovery Funds
Wastewater	2023	Complete Effluent Discharge Line	\$35,000	City's Wastewater Enterprise Fund
Wastewater	2023	SCADA for Lift Stations	\$25,000	City's Wastewater Enterprise Fund
Wastewater	2023	Westside Lift Station	\$75,000	City ARPA Local Fiscal Recovery Funds
Wastewater	Annual	Sewer Main TV Program	No capital cost	Annual O&M Budgeting
Wastewater	2025	Dobson Lift Station	\$30,000	City's Wastewater Enterprise Fund
Wastewater	2025	Wastewater PER	\$60,000	State Planning Grants, City Funds
Wastewater	2028	New Blower	\$35,000	City's Wastewater Enterprise Fund
Wastewater	2028	Measure Sludge Levels in Lagoons	\$2,500	City's Wastewater Enterprise Fund
Wastewater	2030	Replace Sewer Jetter/Camera System	\$110,000	City ARPA Local Fiscal Recovery Funds
Drinking Water	2023	Immediate Tank Repairs to 176,000 Storage Tank	\$TBD	Water Enterprise Fund
Drinking Water	Future	Robinson Well Upgrade Meter, Valve	\$TBD	ARPA LFR, Water Enterprise Fund
Drinking Water	2023	Water PER	\$60,000	State Planning Grants, ARPA, City Funds

Drinking Water	2024	Lead Service Line Inventory	\$TBD	Dept. of Commerce CTAP Funds
Drinking Water	2025	Lead Service Line Replacement	\$900,000	EPA/SRF Funding
Drinking Water	2024	Well SCADA/meters & Tank Level Monitoring.	\$50,000	Water Enterprise Fund
Drinking Water	2025/2026	Tank Replacement	\$TBD	To Be Determined in PER
Drinking Water	Start in 2026, with a scheduled on-going program every 2 years	Water Main Replacement Program	\$2,250,000	\$750,000 MCEP, \$1.5M SRF Loan with 50% Forgiveness
Fire Department	Annually	SCBA Packs (City Council recently approved three)	\$18,000	City
Building	2024	New Garage Door at City Shop	\$10,000	City
Building	2024	Wiring to Generator Set	\$5,000	City
Equipment	2026	Landfill compactor	\$300,000	Solid Waste Enterprise Fund
Equipment	2027	Loader Overhaul	\$50,000	General and Enterprise Funds
Equipment	2028	Garbage Truck	\$300,000	Solid Waste Enterprise Fund
Equipment	2030	Landfill Track Loader	\$175,000	Solid Waste Enterprise Fund
Parks & Trails	2024-2034	Trafton Park Irrigation system	\$50,000	Local Resources
Parks & Trails	2024	Trafton Park Arena Grandstands	\$50,000	Local funds, Grants
Parks & Trails	2024	Park System Master Plan	\$50,000	City Initiative & City Resources
Parks & Trails	2025	Pool Liner/Gutter	\$130,000	General Fund
Parks & Trails	2026	Trafton Bridge/Trail Project	\$250,000	RTP, TSP, LWCF
Streets	2023	S 3 rd Avenue W from 6 th to 1 st Streets	\$30,000	Gas Tax, Street Assessment
Streets	2024	S 6 th Avenue E - Intersection@ 2 nd Street E to 4 th Street East and to 5 th Avenue E	\$28,000	Gas Tax, Street Assessment
Streets	2025	S 1 st Street W from 1 st Avenue to 5 th Avenue	\$47,500	Gas Tax, Street Assessment
Streets	2026	S 2 nd Avenue W from 1 st Street to 9 th Street	\$22,000	Gas Tax, Street Assessment
Streets	2027	S 6 th Street W from 1 st Avenue to 2 nd Avenue		Gas Tax, Street Assessment
Stormwater	2030	Legg Lift Station Replacement	\$750,000	SRF Loan
Stormwater	2032	Ditch Storm Station to increase capacity	\$40,000	General Fund
Milk River Levee	2023	Malta Milk River Levee Accreditation Feasibility Study	\$50,000	Local Funds
Milk River Levee	2024	Explore options to address erosion on private levee north of Malta.	\$TBD	TBD
Total Estimated Cost:			\$5,918,000	

APPENDIX A

Street Inventory Report

Malta Street Assessment - 2023

Malta has a total of 19 miles of City streets and roads. As part of the CIP update, Great West completed a street assessment of roughly 2.2 miles of gravel and 16.6 miles of paved streets throughout the City. This assessment involved evaluating the condition of each street based on the PASER Road Evaluation Criteria. The overall PASER Rating for each street 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).

The road evaluations assessed the condition of the pavement based on roughness, pavement strength, cracking, potholes and patching, and the general condition of the pavement, divided into the following 4 categories: Surface Defects, Surface Deformation, Cracks, and Patches and Potholes. Each gravel road was evaluated in a similar manner as the paved roads. The road evaluations rated gravel roads on conditions based on the following eight categories: Crown, Drainage, Gravel Layer, Washboards, Potholes, Ruts, Dust and Loose Aggregate, and Ride Quality. See Appendix A for all field evaluation data sheets.

An estimate of maintenance costs was developed to assist with planning of street improvements. Unit price estimates for the described maintenance, resurfacing, and reconstruction improvements were prepared assuming work would be done by contracted crews. 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 street should be thoroughly analyzed to verify the applicable maintenance or repair measure needs. See prioritized cost estimate tables at the end of this report.

Paved Roads: Improvements to paved roads include crack sealing, chip seal, scrub seal, asphalt overlays, patching, replacement, digouts, and full reconstruction. Seal coating (chip or scrub) and crack sealing helps extend the life of the pavement by providing a wearing surface with improved skid resistance and prohibiting water and fines from entering the subgrade. Patching and adding thin lifts help to improve small areas of deterioration or potholes by adding roughly 1 inch of asphalt to provide an even surface. Overlays and milling restore the rideability and improve the durability of streets that have been sawcut and patched repeatedly. Asphalt replacement is used when the existing asphalt has degraded from lack of maintenance but there is no evidence of subgrade or subbase failure. Digout & patching (small areas) and full reconstruction (large areas) of an asphalt road is necessary when the pavement is beyond repair and the existing subgrade has failed. These measures require full removal of the existing asphalt and base gravels and replacement with new base gravel and a minimum 3-inch depth asphalt pavement. Concrete valley gutter and curb & gutter are also included in select areas where needed.

Gravel Roads: Improvements to gravel roads include blading, additional gravel, dust control, double shot chip seal and paving gravel streets. Blading consists of blading ruts and potholes when adequate gravel exists on or adjacent to the road. Additional aggregate consists of adding 4 inches of gravel for shaping and weather resistance and rolling with a pneumatic tired roller. Dust control is applying magnesium chloride to prevent dust and provide a surface more resistant to rutting, washboarding, and potholing. Several streets have curb & gutter present on gravel roads which would be prime candidates for double shot chip seal or asphalt pavement. It is recommended that all graveled City streets are bladed and have dust control applied at a minimum. However, some streets have a lower PASER rating and would benefit from additional aggregate being placed.

The following tables summarize pavement and gravel maintenance, repair, and reconstruction types.

Pavement Maintenance	Description
Crack Sealing	Used to seal cracks greater than 1/8" in width and depth. Includes crack routing and cleanout.
Chip Seal	CHFRS-2P Oil and 3/8" chips. Oil is sprayed down to the existing pavement and chips are spread evenly over the oil. Provides additional water penetration resistance, improves road surface friction, and builds section depth.
Scrub Seal	Similar to a chip seal but performed with Polymer Modified Rejuvenating Emulsion (PMRE) and brushes that move the oil around to better fill cracks and adhere chips. Often a more cost effective alternative if streets need crack sealing and a chip seal.
Asphalt Overlay Type 1	Overlay with no milling, used for streets without curbs. Improves rideability, prevents water from penetrating into pavement, and adds pavement section strength.
Asphalt Overlay Type 2	Overlay with milling only along the edges to tie in to curb. Improves rideability, prevents water from penetrating into pavement, and adds pavement section strength.
Asphalt Overlay Type 3	Overlay with full width milling, curbed or uncurbed streets. Improves rideability, prevents water from penetrating into pavement, and adds pavement section strength. Used on streets with extreme sawcutting and patching.
Asphalt Patching	New asphalt on existing gravel, small area.
Asphalt Replacement	Asphalt removal and replacement on existing gravel (no subgrade failures), large area.
Digout & Asphalt Patching	Full depth digout and replacement of asphalt & base gravel over small area.
Asphalt Reconstruction	Full depth asphalt & base gravel replacement over large area.
Paving Gravel Street	Shaping existing base gravel, new pavement to tie into curb & gutter

Gravel Maintenance	Description
Blading	Blading & shaping to restore road smoothness.
Additional Aggregate	Additional 4" of road mix gravel, blading, and roller compaction.
Dust Control	Magnesium Chloride (MgCl) application to reduce dust and improve strength.
Double Shot Chip Seal	Double shot application of chip seal on gravel road, lower cost asphalt substitute but not as durable as asphalt.
Paving Gravel Street	Shaping and compacting existing base gravel and new asphalt pavement to tie into existing curb & gutter.

Primary and secondary treatments are provided because many street segments require more than one type of work, and some options must be completed in a specific order. For example, chip seal must be applied after cracks have been sealed or new asphalt has been placed (patches, overlays, etc.). Similarly, dust control must be done after additional aggregate or blading has been completed.

The type of work recommended, the combined segment costs, and the PASER rating system were used to systematically prioritize the street improvements for the City. The following tables list the highest-priority street projects as identified by this analysis. It is recommended that the City review the list and provide input on importance of the individual routes to develop a final street improvement priority list and overall schedule for improvements.

The City should review this plan on a regular basis, preferably each year during the budgeting cycle. The updates may reflect reprioritization of the street improvements, changes in funding opportunities, availability of materials, personnel, and contractors, etc.

**GRAVEL STREETS
PRIORITY 1
MAINTAINING GRAVEL STREETS**

Street Name	Start	End	Current Surfacing Type	PASER Rating	Length (FT)	Average Width (FT)	Primary Maintenance				Secondary Maintenance				Total Segment Cost		
							Description	Quantity	Units	Unit Price	Segment Cost	Description	Quantity	Units		Unit Price	Segment Cost
EDGEWATER LN	US HIGHWAY 2	M.P. END - 0.1	Gravel	2.9	1,360	28	Additional Aggregate	4,231	SY	\$ 8.00	\$ 33,848.00	Dust Control	4,231	SY	\$ 0.50	\$ 2,116.00	\$ 35,964.00
RIVER ST	N 7TH AVE E	M.P. END - 0.0	Gravel	2.9	779	18	Additional Aggregate	1,557	SY	\$ 8.00	\$ 12,456.00	Dust Control	1,557	SY	\$ 0.50	\$ 779.00	\$ 13,235.00
N 2ND ST E	N 7TH AVE E	M.P. END - 0.1	Gravel	3.6	294	30	Additional Aggregate	981	SY	\$ 8.00	\$ 7,848.00	Dust Control	981	SY	\$ 0.50	\$ 491.00	\$ 8,339.00
N 1ST AVE E	US HIGHWAY 2	N 2ND ST E	Gravel	3.9	253	24	Additional Aggregate	674	SY	\$ 8.00	\$ 5,392.00	Dust Control	674	SY	\$ 0.50	\$ 337.00	\$ 5,729.00
N 2ND ST E	N 1ST AVE E	N 3RD AVE E	Gravel	3.9	646	24	Blading	1,722	SY	\$ 0.30	\$ 517.00	Dust Control	1,722	SY	\$ 0.50	\$ 861.00	\$ 1,378.00
S 4TH AVE W	S 6TH ST W	S 7TH ST W	Gravel	3.9	1,939	36	Additional Aggregate	7,757	SY	\$ 8.00	\$ 62,056.00	Dust Control	7,757	SY	\$ 0.50	\$ 3,879.00	\$ 65,935.00
S 6TH AVE W	S 5TH ST W	S 6TH ST W	Gravel	3.9	937	36	Blading	3,747	SY	\$ 0.30	\$ 1,124.00	Dust Control	3,747	SY	\$ 0.50	\$ 1,874.00	\$ 2,998.00
N 2ND AVE E	US HIGHWAY 2	M.P. END - 0.2	Gravel	4.2	1,452	24	Blading	3,872	SY	\$ 0.30	\$ 1,162.00	Dust Control	3,872	SY	\$ 0.50	\$ 1,936.00	\$ 3,098.00
N 3RD AVE E	US HIGHWAY 2	N 2ND ST E	Gravel	4.3	1,375	36	Blading	5,501	SY	\$ 0.30	\$ 1,650.00	Dust Control	5,501	SY	\$ 0.50	\$ 2,751.00	\$ 4,401.00
PRIORITY 1 TOTAL COST																	\$ 141,077.00

**PAVED STREETS
PRIORITY 1
ASPHALT PAVING & PATCHING, CONCRETE WORK**

Street Name	Start	End	Current Surfacing Type	PASER Rating	Length (FT)	Average Width (FT)	Primary Maintenance				Secondary Maintenance				Total Segment Cost		
							Description	Quantity	Units	Unit Price	Segment Cost	Description	Quantity	Units		Unit Price	Segment Cost
S 2ND AVE W	S 1ST ST W	S 9TH ST W	Pavement	6.1	1,393	36	Asphalt Overlay Type 2	5,574	SY	\$ 21.00	\$ 117,054.00					\$ 117,054.00	
S 4TH ST W	S 5TH AVE W	S CENTRAL AVE	Pavement	6.3	4,051	36	Asphalt Overlay Type 2	2,500	SY	\$ 21.00	\$ 52,500.00					\$ 52,500.00	
S 3RD AVE E	S 1ST ST E	S 9TH ST E	Pavement	6.5	3,609	36	Asphalt Overlay Type 2	14,435	SY	\$ 21.00	\$ 303,135.00					\$ 303,135.00	
S 3RD AVE W	S 1ST ST W	S 6TH ST W	Pavement	6.5	1,916	36	Asphalt Overlay Type 2	111	SY	\$ 21.00	\$ 2,331.00					\$ 2,331.00	
S 9TH ST E	S CENTRAL AVE	S 5TH AVE E	Pavement	6.5	340	32	Asphalt Overlay Type 2	1,208	SY	\$ 21.00	\$ 25,368.00					\$ 25,368.00	
S 3RD ST W	S 1ST ST W	S CENTRAL AVE	Pavement	6.6	1,489	36	Asphalt Overlay Type 2	4,000	SY	\$ 21.00	\$ 84,000.00					\$ 84,000.00	
S 8TH AVE E	S 2ND ST E	S 6TH ST E	Pavement	7.5	1,344	36	Asphalt Patching	40	SY	\$ 40.00	\$ 1,600.00					\$ 1,600.00	
S 5TH ST W	S 5TH AVE W	S CENTRAL AVE	Pavement	6.7	3,071	36	Valley Gutter	64	SY	\$ 225.00	\$ 14,400.00					\$ 14,400.00	
S 9TH ST W	S 4TH AVE W	S CENTRAL AVE	Pavement	6.9	663	36	Curb & Gutter	1,200	LF	\$ 60.00	\$ 72,000.00					\$ 72,000.00	
PRIORITY 1 TOTAL COST																	\$ 672,388.00

**PRIORITY 2
PAVING GRAVEL STREETS**

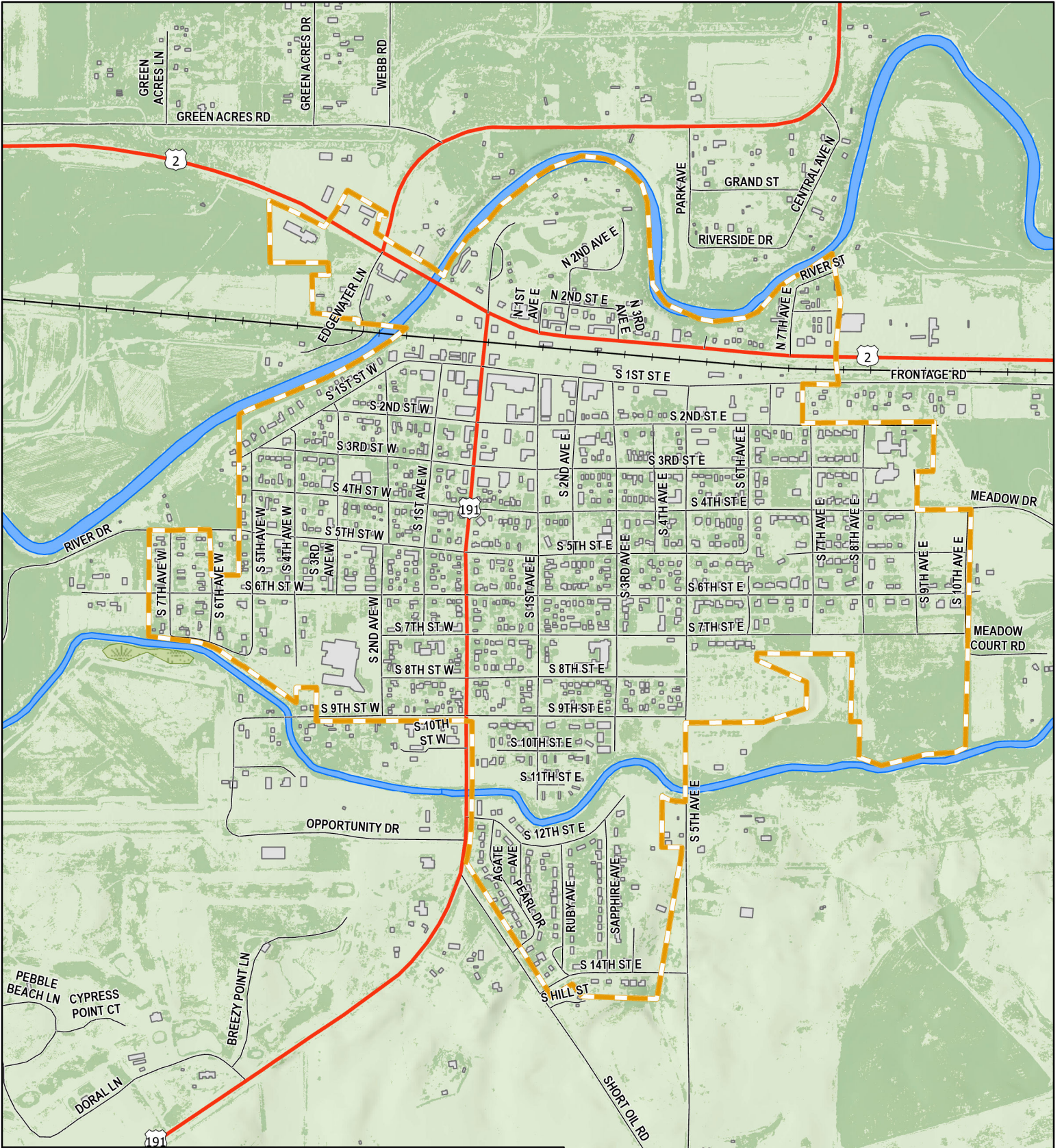
Street Name	Start	End	Current Surfacing Type	PASER Rating	Length (FT)	Average Width (FT)	Primary Maintenance				Secondary Maintenance				Total Segment Cost		
							Description	Quantity	Units	Unit Price	Segment Cost	Description	Quantity	Units		Unit Price	Segment Cost
S 7TH AVE W	S 5TH ST W	S 7TH ST W	Gravel	3.9	754	36	Paving Gravel Street	3,016	SY	\$ 36.00	\$ 108,576.00					\$ 108,576.00	
S 5TH AVE W	S 6TH ST W	S 7TH ST W	Gravel	4.2	1,685	36	Paving Gravel Street	6,739	SY	\$ 36.00	\$ 242,604.00					\$ 242,604.00	
PRIORITY 2 TOTAL COST																	\$ 351,180.00

**PRIORITY 3
SCRUB SEAL - NEW ASPHALT & LOW PASER RATING**

Street Name	Start	End	Current Surfacing Type	PASER Rating	Length (FT)	Average Width (FT)	Primary Maintenance				Secondary Maintenance					Total Segment Cost	
							Description	Quantity	Units	Unit Price	Segment Cost	Description	Quantity	Units	Unit Price		Segment Cost
S 7TH AVE W	S 5TH ST W	S 7TH ST W	Gravel/Paved in Priority 2	3.9	754	36	Scrub Seal	3,016	SY	\$ 3.90	\$ 11,762.00						\$ 11,762.00
S 5TH AVE W	S 6TH ST W	S 7TH ST W	Gravel/Paved in Priority 2	4.2	1,685	36	Scrub Seal	6,739	SY	\$ 3.90	\$ 26,282.00						\$ 26,282.00
S 2ND AVE W	S 1ST ST W	S 9TH ST W	Pavement	6.1	1,393	36	Scrub Seal	5,574	SY	\$ 3.90	\$ 21,739.00						\$ 21,739.00
S 4TH ST W	S 5TH AVE W	S CENTRAL AVE	Pavement	6.3	4,051	36	Scrub Seal	16,202	SY	\$ 3.90	\$ 63,188.00						\$ 63,188.00
S 3RD AVE E	S 1ST ST E	S 9TH ST E	Pavement	6.5	3,609	36	Scrub Seal	14,435	SY	\$ 3.90	\$ 56,297.00						\$ 56,297.00
S 3RD AVE W	S 1ST ST W	S 6TH ST W	Pavement	6.5	1,916	36	Scrub Seal	7,665	SY	\$ 3.90	\$ 29,894.00						\$ 29,894.00
S 9TH ST E	S CENTRAL AVE	S 5TH AVE E	Pavement	6.5	340	32	Scrub Seal	1,208	SY	\$ 3.90	\$ 4,711.00						\$ 4,711.00
S 3RD ST W	S 1ST ST W	S CENTRAL AVE	Pavement	6.6	1,489	36	Scrub Seal	5,956	SY	\$ 3.90	\$ 23,228.00						\$ 23,228.00
S 8TH AVE E	S 2ND ST E	S 6TH ST E	Pavement	7.5	1,344	36	Scrub Seal	5,377	SY	\$ 3.90	\$ 20,970.00						\$ 20,970.00
S 5TH ST W	S 5TH AVE W	S CENTRAL AVE	Pavement	6.7	3,071	36	Scrub Seal	12,286	SY	\$ 3.90	\$ 47,915.00						\$ 47,915.00
S 9TH ST W	S 4TH AVE W	S CENTRAL AVE	Pavement	6.9	663	36	Scrub Seal	2,653	SY	\$ 3.90	\$ 10,347.00						\$ 10,347.00
S 1ST AVE E	S 1ST ST E	S 11TH ST E	Pavement	6.4	2,858	39	Scrub Seal	12,385	SY	\$ 3.90	\$ 48,302.00						\$ 48,302.00
S 1ST ST W	S 5TH AVE W	S CENTRAL AVE	Pavement	6.6	3,046	36	Scrub Seal	12,183	SY	\$ 3.90	\$ 47,514.00						\$ 47,514.00
AGATE AVE	S 12TH ST E	PEARL DR	Pavement	6.7	582	32	Scrub Seal	2,068	SY	\$ 3.90	\$ 8,065.00						\$ 8,065.00
PEARL DR	S 12TH ST E	SHORT OIL RD	Pavement	6.7	1,483	36	Scrub Seal	5,932	SY	\$ 3.90	\$ 23,135.00						\$ 23,135.00
S 1ST AVE W	S 1ST ST W	S 7TH ST W	Pavement	6.7	2,377	38.5	Scrub Seal	10,168	SY	\$ 3.90	\$ 39,655.00						\$ 39,655.00
S 2ND ST E	S CENTRAL AVE	S 7TH AVE E	Pavement	6.7	3,261	41.9	Scrub Seal	15,183	SY	\$ 3.90	\$ 59,214.00						\$ 59,214.00
S 4TH AVE E	S 2ND ST E	S 5TH ST E	Pavement	6.8	4,424	36	Scrub Seal	17,695	SY	\$ 3.90	\$ 69,011.00						\$ 69,011.00
RUBY AVE	S 12TH ST E	S 14TH ST E	Pavement	6.9	239	36	Scrub Seal	955	SY	\$ 3.90	\$ 3,725.00						\$ 3,725.00
S 10TH ST E	S 1ST AVE E	S 1ST AVE E	Pavement	6.9	1,655	36	Scrub Seal	6,620	SY	\$ 3.90	\$ 25,818.00						\$ 25,818.00
S 5TH ST E	S CENTRAL AVE	S 9TH AVE E	Pavement	6.9	4,421	36	Scrub Seal	17,684	SY	\$ 3.90	\$ 68,968.00						\$ 68,968.00
S 8TH ST E	S CENTRAL AVE	S 5TH AVE E	Pavement	6.9	3,856	36	Scrub Seal	15,424	SY	\$ 3.90	\$ 60,154.00						\$ 60,154.00
PRIORITY 3 TOTAL COST																\$ 769,894.00	

**PRIORITY 4
SCRUB SEAL - HIGH PASER RATING**

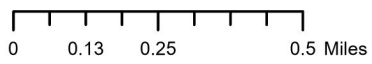
Street Name	Start	End	Current Surfacing Type	PASER Rating	Length (FT)	Average Width (FT)	Primary Maintenance				Secondary Maintenance					Total Segment Cost	
							Description	Quantity	Units	Unit Price	Segment Cost	Description	Quantity	Units	Unit Price		Segment Cost
S 4TH AVE W	S 6TH ST W	S 1ST ST W	Pavement	7.0	3,695	36	Scrub Seal	14,779	SY	\$ 3.90	\$ 57,638.00						\$ 57,638.00
S 2ND ST W	S 1ST ST W	S CENTRAL AVE	Pavement	7.1	1,705	40.9	Scrub Seal	7,750	SY	\$ 3.90	\$ 30,225.00						\$ 30,225.00
S 3RD ST E	S CENTRAL AVE	S 8TH AVE E	Pavement	7.1	1,144	36	Scrub Seal	4,575	SY	\$ 3.90	\$ 17,843.00						\$ 17,843.00
S 5TH AVE E	S 1ST ST E	S 9TH ST E	Pavement	7.1	1,994	36	Scrub Seal	7,978	SY	\$ 3.90	\$ 31,114.00						\$ 31,114.00
S 5TH AVE W	S 1ST ST W	S 6TH ST W	Pavement	7.1	561	36	Scrub Seal	2,242	SY	\$ 3.90	\$ 8,744.00						\$ 8,744.00
S 6TH AVE E	S 2ND ST E	S 7TH ST E	Pavement	7.1	1,849	36	Scrub Seal	7,396	SY	\$ 3.90	\$ 28,844.00						\$ 28,844.00
S 7TH ST W	S 2ND AVE W	S CENTRAL AVE	Pavement	7.1	1,947	36	Scrub Seal	7,786	SY	\$ 3.90	\$ 30,365.00						\$ 30,365.00
S 12TH ST E	S CENTRAL AVE	SAPPHIRE AVE	Pavement	7.2	3,766	36	Scrub Seal	15,063	SY	\$ 3.90	\$ 58,746.00						\$ 58,746.00
S 4TH ST E	S CENTRAL AVE	S 9TH AVE E	Pavement	7.2	1,255	36	Scrub Seal	5,019	SY	\$ 3.90	\$ 19,574.00						\$ 19,574.00
S 8TH ST W	S 2ND AVE W	S CENTRAL AVE	Pavement	7.2	1,360	32	Scrub Seal	4,834	SY	\$ 3.90	\$ 18,853.00						\$ 18,853.00
S 11TH ST E	S 1ST AVE E	S 1ST AVE E	Pavement	7.3	1,187	36	Scrub Seal	4,749	SY	\$ 3.90	\$ 18,521.00						\$ 18,521.00
S 14TH ST E	SHORT OIL RD	S 5TH AVE E	Pavement	7.3	2,409	36	Scrub Seal	9,637	SY	\$ 3.90	\$ 37,584.00						\$ 37,584.00
S 2ND AVE E	S 1ST ST E	S 5TH ST E	Pavement	7.3	4,085	36	Scrub Seal	16,339	SY	\$ 3.90	\$ 63,722.00						\$ 63,722.00
S 6TH AVE W	S 7TH ST W	S 6TH ST W	Pavement	7.3	2,482	36	Scrub Seal	9,928	SY	\$ 3.90	\$ 38,719.00						\$ 38,719.00
S 1ST ST E	S CENTRAL AVE	S 6TH AVE E	Pavement	7.5	1,562	43.7	Scrub Seal	7,583	SY	\$ 3.90	\$ 29,574.00						\$ 29,574.00
S 6TH ST W	S 7TH AVE W	S CENTRAL AVE	Pavement	7.5	1,849	36	Scrub Seal	7,395	SY	\$ 3.90	\$ 28,841.00						\$ 28,841.00
S 7TH AVE E	S 2ND ST E	S 2ND ST E	Pavement	7.5	1,950	36	Scrub Seal	7,802	SY	\$ 3.90	\$ 30,428.00						\$ 30,428.00
SAPPHIRE AVE	S 12TH ST E	S 14TH ST E	Pavement	7.5	555	36	Scrub Seal	2,219	SY	\$ 3.90	\$ 8,654.00						\$ 8,654.00
N 7TH AVE E	US HIGHWAY 2	RIVER ST	Pavement	7.6	303	36	Scrub Seal	1,214	SY	\$ 3.90	\$ 4,735.00						\$ 4,735.00
S 7TH ST E	S CENTRAL AVE	S 6TH AVE E	Pavement	7.6	1,095	36	Scrub Seal	4,379	SY	\$ 3.90	\$ 17,078.00						\$ 17,078.00
S 6TH ST E	S CENTRAL AVE	S 10TH AVE E	Pavement	7.8	760	36	Scrub Seal	3,040	SY	\$ 3.90	\$ 11,856.00						\$ 11,856.00
S 9TH AVE E	S 5TH ST E	S 7TH ST E	Pavement	7.8	3,200	36	Scrub Seal	12,798	SY	\$ 3.90	\$ 49,912.00						\$ 49,912.00
TRAFTON PARK RD	M.P. BEGIN - 0.0	M.P. END - 0.1	Pavement	7.9	632	24	Scrub Seal	1,684	SY	\$ 3.90	\$ 6,568.00						\$ 6,568.00
PRIORITY 4 TOTAL COST																\$ 648,138.00	



Transportation Network

City of Malta, Phillips County, Montana

- City of Malta Boundary
- NHS Non-Interstate
- Railroads
- City-County Road



PLAN VIEW OF ROAD NETWORK

CITY OF MALTA, PHILLIPS COUNTY, MT

Primary & Secondary Maintenance

- Additional Aggregate, Dust Control
- Asphalt Overlay Type 2, Chip Seal
- Asphalt Patching, Chip Seal
- Blading
- Chip Seal, Curb & Gutter
- Chip Seal
- Chip seal, Valley Gutter
- Crack Sealing, Chip Seal
- Crack sealing, Chip Seal
- Paving Gravel Street, Chip Seal

General Notes:

1. ROADWAY EVALUATIONS WERE PERFORMED IN GENERAL CONFORMANCE WITH THE PAVEMENT SURFACE EVALUATION AND RATING (PASER) MANUAL FOR ASPHALT AND GRAVEL ROADS PUBLISHED BY THE UNIVERSITY OF WISCONSIN-MADISON TRANSPORTATION INFORMATION CENTER. QUALITATIVE RATING DESCRIPTIONS UNDER THE PASER SYSTEM ARE AS FOLLOWS:

1.1 ASPHALT ROAD ROAD RATINGS
 RATING 10 - 9 - EXCELLENT
 RATING 8 - VERY GOOD
 RATING 7 - 6 - GOOD
 RATING 5 - 4 - FAIR
 RATING 3 - 2 - POOR
 RATING 1 - FAILED

1.2 GRAVEL ROAD RATINGS
 RATING 5 - EXCELLENT
 RATING 4 - GOOD
 RATING 3 - FAIR
 RATING 2 - POOR
 RATING 1 - FAILED (OR INADEQUATELY CONSTRUCTED)

2. THE OVERALL PASER RATINGS FOR EACH ROAD ARE AS FOLLOWS

ROADNAME	Surfacing Type (Gravel or Pavement)	PASER Rating	ROADNAME	Surfacing Type (Gravel or Pavement)	PASER Rating
AGATE AVE	Pavement	6.7	S 4TH ST E	Pavement	7.2
EDGEWATER LN	Gravel	2.9	S 4TH ST W	Pavement	6.3
N 1ST AVE E	Gravel	3.9	S 5TH AVE E	Pavement	7.1
N 2ND AVE E	Gravel	4.2	S 5TH AVE W	Pavement	7.1
N 3RD AVE E	Gravel	4.3	S 5TH ST E	Pavement	6.9
N 7TH AVE E	Pavement	7.6	S 5TH ST W	Pavement	6.7
PEARL DR	Pavement	6.7	S 6TH AVE E	Pavement	7.1
RIVER ST	Gravel	2.9	S 6TH AVE W	Gravel	3.9
RUBY AVE	Pavement	6.9	S 6TH ST E	Pavement	7.8
S 10TH ST E	Pavement	6.9	S 6TH ST W	Pavement	7.5
S 11TH ST E	Pavement	7.3	S 7TH AVE E	Pavement	7.5
S 12TH ST E	Pavement	7.2	S 7TH AVE W	Gravel	3.9
S 14TH ST E	Pavement	7.3	S 7TH ST E	Pavement	7.6
S 15T AVE E	Pavement	4.4	S 7TH ST W	Pavement	7.1
S 15T AVE W	Pavement	6.7	S 8TH AVE E	Pavement	7.5
S 15T ST E	Pavement	7.5	S 8TH ST E	Pavement	6.9
S 15T ST W	Pavement	6.6	S 8TH ST W	Pavement	7.2
S 2ND AVE E	Pavement	7.3	S 9TH AVE E	Pavement	7.8
S 2ND AVE W	Pavement	6.2	S 9TH ST E	Pavement	6.5
S 2ND ST E	Pavement	6.7	S 9TH ST W	Pavement	6.9
S 2ND ST W	Pavement	7.1	SAPPHIRE AVE	Pavement	7.5
S 3RD AVE E	Pavement	6.5	N 2ND ST E	Gravel	3.6
S 3RD AVE W	Pavement	6.5	N 2ND ST W	Gravel	3.9
S 3RD ST E	Pavement	7.1	S 6TH AVE W	Pavement	7.3
S 3RD ST W	Pavement	6.6	S 5TH AVE W	Gravel	4.2
S 4TH AVE E	Pavement	6.8	S 4TH AVE W	Gravel	3.8
S 4TH AVE W	Pavement	7	TRAFON PARK RD	Pavement	7.9

3. NO SURVEY WORK WAS PERFORMED.

4. AERIAL IMAGERY FROM MONTANA SPATIAL DATA INFRASTRUCTURE (MSDI) AND THE MONTANA STATE LIBRARY (2021).



EXHIBIT A - PASER RATINGS ROAD NETWORK OVERVIEW

