

CARBON COUNTY AIRPORT BOARD

AGENDA

1:00 PM, TUESDAY, APRIL 26, 2022

- 1. Call to Order**
- 2. Review minutes of Dec 28, 2021 and Feb 22, 2022 meetings**
- 3. Public Comment**
- 4. Airport Managers Reports**
 - A. Red Lodge**
 - B. Bridger**
- 5. Joint Board Business**
 - A. MAC grants status**
- 6. Old Business**
 - A. RPA/DOWL IFE**
- 7. New Business**
 - A. Requests for new KRED hangar site leases**
 - B. MAC courtesy car application - KRED**
 - C. Petition to abandon airport streets - KRED**
- 8. Schedule next meeting**
- 9. Adjourn**

Water/Septic/Sewer Engineering at KRED

Background:

In the past, the water and septic systems in the RED Airport Subdivision have been relatively mismanaged or unmanaged altogether. At best, oversight of these installations has been lax. There are currently a number of wells at different locations around the airport subdivision, these having been drilled and tapped when hangars with living quarters in them were built. Presumably, the drillers filed the necessary paperwork with the DEQ (the City does not have jurisdiction over wells drilled for irrigation), and, then, the builders of the hangars hooked up bathroom and kitchen plumbing to these wells. Septic systems with associated drain fields were installed at these locations mostly with regard only to the location of the well associated with the same lot and without regard for other wells in the subdivision. How and under what rules the septic systems came to be is a matter for speculation. While septic systems are currently prohibited by the lease agreement, apparently, prior to about 2008, the City issued permits for at least some of the systems at the airport. There is now an effort underway to identify all such systems, locate them, and accurately document them on a future revision of the COS. In any case, up to this point, given the density of development, these systems apparently have not proved to be a problem relative to anyone consuming any of the waters from these wells (if there's been any consumption at all). With the recent increase in interest of persons wishing to lease and build on lots that are now and will become available in the future, there is a need for planning to be certain that water from current and future wells is not impacted by existing septic systems. Since it's likely that many current and future hangar owners will be contemplating the drilling of their own wells and that some will build minimal living quarters for allowable temporary and occasional overnight use (full-time residential use of living quarters is explicitly prohibited in the lease agreement), it makes sense to review the infrastructure currently in place and plan for additional infrastructure to handle, in a sanitary manner acceptable to the City and the County, any additional effluent resulting from further development at the Subdivision. Whether that effluent goes into a septic system or the City's sewer system - should the City introduce water and sewer system infrastructure to the subdivision in the future - the CCAB should at least be ready with available options to deal with the situation. To that end, Gary Herem, Steve Smith, and Jeff Wise met with Travis West, P.E., of Engineering West, a registered sanitarian and civil engineer (based in Columbus), at the invitation of Barbara Krezik.

Possible Solution:

During the meeting with Travis West, a number of possible scenarios regarding well drilling and effluent disposal were discussed, especially with respect to structures likely to be built in Hangar Rows 16 and 17 of the Subdivision. Where wells might be drilled within the confines of the 70'x70' lots in those rows, how mandatory separation of those wells might be overseen and implemented, how possible effluent from any or all hangars might be handled to prevent mixing of fresh water and effluent, were all subjects of discussion. In the end, it was generally agreed by the participants that given the amount of water likely needed by any one unit and the likely resulting effluent flows

in total from all units, the possibility of implementing a common well and effluent infrastructure might be the best possible solution, with the effluent infrastructure being designed in a manner allowing for ready hook-up to the City sewer system, should it ever arrive at the Subdivision.

CCAB and City Coordination:

It was realized by all involved that the Subdivision is City property, and any plan for designing, engineering, and implementing the aforementioned system would require the involvement and approval by the City at a number of points. Board members representing the Red Lodge Airport will need to engage with the City to determine whether or not the City is receptive to allowing the CCAB to move forward with a plan to engineer the system for existing and new tenants of the Airport Subdivision. Supporting arguments for moving forward might be:

1. A complete accounting of all permits issued for existing septic systems.
2. Documentation of all septic systems, permitted or not (think of the car buried near or under Hangar 1, the City hangar).
3. Relative certainty as to how effluent from most, if not all, sources at the airport is treated and where it ends up.
4. As development of the Subdivision continues, keeping the City in compliance with State sanitation requirements.

Assuming the City can be convinced as to the benefits of pursuing the project, a more comprehensive presentation to the City, including engineering expertise, will likely be needed to fully sell the idea and receive approval.

Airport Board, action(s):

1. Now: No Board motions required at this time.
2. Future: Move to engage the firm of Engineering West to produce a proposal for presentation to the City of Red Lodge that defines a system to be implemented at the Airport Subdivision for use of fresh water from existing and future wells at the Subdivision and the safe removal and treatment of effluent that may result from the use of that fresh well water.

KRED Courtesy Car

Relevant MCA Rules Pertaining to Grant Application:

Montana Code Annotated 2021

TITLE 67. AERONAUTICS

CHAPTER 10. MUNICIPAL AIRPORTS

Part 9. Courtesy Cars for Airports

Use Of Courtesy Cars At Airports -- Department Responsibilities

67-10-903. Use of courtesy cars at airports -- department responsibilities. (1) Upon the request of a municipality or third party, the department may provide grant money from the department's special revenue account for courtesy cars for use at qualified airports, as provided in this part.

(2) A courtesy car grant may not be awarded if commercial rental cars or taxicabs that provide service to local airports are available for service at all times.

(3) The department shall provide preference for the purchase of vehicles that are accessible to persons with disabilities when awarding grants from the courtesy car program.

(4) The department may adopt necessary rules, pursuant to its authority in **67-2-102**, to provide courtesy car grants, including rules regarding the receipt and review of grant applications.

Airports Approved in Courtesy Car Grant Program

Where is Red Lodge in this list? Nowhere! Many of these cities compare very closely to Red Lodge in size and service area.

Airports Awarded Courtesy Car Grants		
Anaconda	Baker	Big Timber
Colstrip	Columbus	Cut Bank
Deer Lodge	Ekalaka	Ennis
Eureka	Forsyth	Fort Benton
Fort Peck	Hardin	Hot Springs
Laurel	Lewistown	Libby
Lincoln	Malta	Miles City
Philipsburg	Plains	Polson
Ronan	Roundup	St. Ignatius
Superior	Thompson Falls	Townsend
Winifred		

Need for Courtesy Car at KRED, discussion:

1. Necessary for transients who happen to land at RED w/o prior planning to do so.
Example scenarios:
 - A) WX requires landing short of original destination;
 - B) Mechanical problem with aircraft forces landing short of original destination;
 - C) Illness or incapacitation of pilot or passengers requires immediate landing short of original destination.
2. Necessary for visitors who plan a short stay. During my tenure as Red Lodge Airport manager, I have had numerous inquiries re courtesy car availability for local pilot/passengers wanting to fly to RED for the day, to have breakfast/lunch/dinner, and/or to stroll. It's not reasonable to expect such persons to rent a car or to be stranded because the taxi service doesn't happen to have a taxi in the area at the time the aircraft arrives.
3. Vehicle rental business in Red Lodge, Boyd's Auto Bodyworks, has a number of vehicles (4) available for rent, but is not necessarily directly reachable "at all times" on the land line phone number noted on the laminated flyer posted in the airport "office", i.e., the land line does not ring thru to the proprietor's cell phone during non-business hours. Proprietor does not want to advertise her personal cell phone number at airport and has given the airport manager her number to give to parties who might call the manager during non-business hours. Such availability and the expectation that the manager will act as a filter for incoming, non-business-hours inquiries does not satisfy the "at all times" availability requirement in the MCA paragraph noted above.
4. RL Taxi & Tour cannot guarantee the availability of a taxi on short notice as the service's vehicles and drivers operate in a fairly broad area. They recommend that an incoming pilot (implying a plan in advance to land at RED) schedule a pick up at the airport two days in advance.
5. Courtesy cars are *often* used by flight crews (passenger charters, medevac flights, Part 91 corporate aircraft crews) to dash into town, get a bite to eat, and return to the airport to continue on their next leg. Expecting them to waste time requesting and arranging for a rental car or taxi in these cases is unreasonable.
6. Courtesy cars are usually lent out for some maximum number of hours, often long enough for a flight crew to overnight at a local hotel/motel, then return for flight the next morning. Usually, if FBOs don't provide courtesy cars, they provide a van/shuttle to get crews to where they need to go. RED has neither an FBO nor a shuttle. A courtesy car is a good and reasonable substitute. These crews are not here for multi-day sightseeing trips and should not be saddled with dealing with a rental car or the vagaries of the local taxi service.
7. A courtesy car at RED with certain imposed maximum time limits for use on same will not materially impact either the rental car or taxi services in Red Lodge. For individuals planning to stay in town (or the vicinity) for a time period beyond the maximum courtesy car availability time frame, the requirement of a car rental will be clearly stated in the courtesy car checkout process.
8. Availability of courtesy cars at airports, especially those that are in rural areas of the country, are often pointed out by publications and past visitors as a reason to visit an airport and its associated town/city. Not having a courtesy car at an airport is a negative that gets around and discourages visitation by transients who might otherwise spend the day spending money at local businesses.

Sponsor/Management issues, discussion:

1. Whether or not the vehicle is obtained by way of the Grant, costs of title transfer and taxes, registration, licensing, liability insurance, maintenance, and any other costs ancillary to the purchase of a vehicle are the responsibility of the Sponsor of the courtesy car, i.e., Carbon County Airport Board.
2. Title/Registration/Licensing fees:
 - A) Non-exempt: \$100 to \$150, typical annual fee; add ~\$150 for permanent tags. Cost dependent on Make/Model/Year/Valuation.
 - B) Exempt: \$25
3. Liability insurance
 - A) Vehicle purchased w/ Grant requires \$750K/claim, \$1.5M/occurrence coverage.
 - B) Coverage can be obtained under Carbon County's insurance policy with MACo Insurance (per Heather Cope of Hub International) at no additional cost to Carbon County, i.e., there is no specific exclusion in the policy for this sort of vehicle. Heather strongly suggests stringent use rules and driver's proof of insurance at time of checkout. (Note: According to the managers at Columbus Airport and Big Timber Airport, their vehicles are registered to their corresponding counties and are covered under the insurance policies carried by those counties.)
4. Maintenance costs, of course, are a function of the age and use/abuse of the car in the past and going forward. Using repairpal.com and cargurus.com, here are some estimated annual repair and purchase costs for a variety of vehicles that might be candidates (note that purchase costs are dealer and not private party asking prices):

2011	Chevrolet Malibu (sedan)	\$549	\$10k/85k mi (2012)
2011	Chevrolet Tahoe (SUV)	\$675	\$19.5k/162k mi
2011	Chevrolet Traverse (SUV)	\$741	\$13k/130k mi
2010	Chrysler Sebring (sedan)	\$481	\$8k/118k mi (2008)
2011	Chrysler T&C (minivan)	\$763	\$9.6k/167k mi (2010)
2011	Dodge Grand Caravan (minivan)	\$754	\$10.5k/124k mi
2011	Ford Crown Victoria (Lg sedan)	\$1171	\$12.4k/70k mi (2005)
2011	Ford Edge (SUV)	\$666	\$12k/111k mi
2011	Ford Flex (SUV)	\$747	\$17k/72k mi
2011	Ford Fusion (sedan)	\$537	\$9k/94k mi
2011	Ford Taurus (sedan)	\$640	\$16k/90k mi (2012)
2011	Honda Odyssey (minivan)	\$633	\$12k/127k mi (2010)
2011	Toyota Sienna (minivan)	\$570	\$12.6k/134k mi (2010)

Another route to procuring a vehicle would be through the State of Montana Surplus Program, administered by the Department of Administration. The program has an ever-changing inventory of surplus, used fleet vehicles from which a vehicle may be purchased at or below Kelly Blue Book prices. A current list of vehicles available through this program is presented as an addendum to this document. While many of the listed vehicles have issue(s) and/or may be in rough shape, the manager of the program is willing to maintain a watch for one in good shape and meeting our needs.

5. The MDT Aeronautics Division grant approval process for a courtesy car gives preference to an airport that obtains a vehicle that is accessible for persons with

physical disabilities. If such a vehicle is not obtained for use as the courtesy car, the Sponsor may still be awarded the Grant funds, but must make such a vehicle available when requested. CART (David Kallenbach) has been contacted and would be the local option for this purpose.

6. The Grant requires the designation of a responsible party for checking out the courtesy car. In the case of RED, where no FBO exists, the responsible party designation would fall to the manager or another party deemed "responsible". The responsible party is required to collect driver information, DL number, proof of insurance, etc..
7. Limitations on the use of the courtesy car would need to be clearly stipulated at the time of checkout, most importantly to prevent the use of the vehicle for the purpose of traveling outside a stated radius of service and for more than a certain number of hours (usually 24). Per the manager at Big Timber, the stated policy that the vehicle will be reported stolen, if it is not returned within 24 hours of checkout, has been a deterrent to unauthorized use since an incident several years ago that resulted in nearly 3000 miles being logged on a courtesy car that went missing for a week. Big Timber only collects the user's name, cell phone number, driver's license number, and insurance information on their checkout form and the manager has found it unnecessary to personally check the vehicle out or to collect credit card information.

Airport Board, action(s):

1. Move to apply for a grant of funds to purchase a courtesy car for Red Lodge Airport via the Courtesy Car Grant program of the Aeronautics Division of MT Dept of Transportation.
2. Get a second on the motion.
3. Discussions (see above).
4. Vote.

Courtesy Car Grant Application (2022)

Introduction
Applicant Information
Airport Contact
Other Airport Information
Attestation

Submit

Delete

Courtesy Car Grants

Applications must be submitted and received by Aeronautics Division no later than 5/31/2022 at 5:00 PM. If the number of applications exceeds the number of grants to be awarded, the grants will be awarded based upon factors such as number of vehicles applicant currently owns and operates, number and recency of previously awarded courtesy car grants, and distance between the airport and the local trading or recreation area. Up to four grants of up to \$5,000 each will be awarded by June 15, 2022.

Written notice will be sent to the applicant after the award or denial of the application. The award *will not* include title transfer and taxes, maintenance, registration, licensing, or any other associated item. Applicant must accept all liability and provide liability insurance for the vehicle.

The Aeronautics Division strongly recommends the applicant obtain legal review by their own legal representative of this application and all applicable federal and state laws, including laws regarding applicant eligibility, procurement of liability insurance and indemnification of MDT. Airports are ineligible if commercial rental cars or taxicabs are available that provide services to local airports.

All correspondence from the Sponsor or the Sponsor's representatives should be made to the following address: Montana Aeronautics Division, P.O. Box 200507, Helena, MT. 59620-0507.

In accordance with federal and state non-discrimination laws and requirements, all vehicles purchased with funds from the courtesy car program must be disability accessible or the grantee must provide a disability accessible vehicle upon request. The Department will provide preference for the purchase of vehicles that are accessible to persons with disabilities when awarding grant monies.

Applicant acknowledges it has read and understands the courtesy car program requirements set forth in MCA, Title 67, ch. 10, part 9 and identified within this application, and agrees to comply with all such laws and any subsequent amendments. Additionally, applicant acknowledges it has read and understands the courtesy car program Administrative Rule no. 18.12.901 and 18.12.902, effective 12/24/2021. *

I agree

I Disagree

Airport Primary Owner

Airport Common Name *

RED LODGE AIRPORT

Airport Formal Name *

RED LODGE AIRPORT

Airport Owner Name *

CITY OF RED LODGE & CARBON COUNTY

Airport Address

Address Line 1 *

1 AIRPORT RD

Address Line 2

P O BOX 887

City *

RED LODGE

State *

-- MONTANA --

Zip *

59068 99999-9999

Airport Email *

mgr-red@co.carbon.mt.us

Airport Contact Information

Airport Contact First Name *

JEFFREY

Middle Initial

A

Airport Contact Last Name *

WISE

Airport Contact Address

Address Line 1 *

C/O CARBON COUNTY

Address Line 2

P O BOX 887

City *

RED LODGE

State *

MONTANA

Zip *

59068 99999-9999

Airport Contact Phone Number #1 *

(406) 425-3143

Airport Contact Phone Number #2

(406) 446-1595

Airport Contact Email *

mgr-red@co.carbon.mt.us

Other Airport Information

Is your airport served by commercial rental cars or taxi cabs? *

Yes

No

Comments:

A car rental business and taxi cab service operate in Red Lodge, but neither is available "at all times" as required by the MCA (see accompanying document provided with application).


Attestation

Please Review:

I have reviewed the foregoing application and the laws as written within Montana Code Annotated Title 67, Chapter 10 Part 9 (67-10-901 through 67-10-904) and agree to the terms set forth within: the Airport of (hereinafter referred to as the "Sponsor"), hereby makes the application to the Aeronautics Division of the Montana Department of Transportation for a surplus vehicle and/or courtesy car grant for use at the .

Authorized Representative: *

JEFFREY A. WISE



Date submitted

4/11/2022 9:09:28 AM

2022-04-27

State Surplus Vehicles

From: Long, Seth (seth.long@mt.gov)

To: jeffwi1958@yahoo.com

Date: Wednesday, April 13, 2022, 1:36 PM MDT

YEAR	MAKE	MODEL	COLOR	DESCRIPTION	MILES/HOURS	DONEE PRICE
1988	Chevy	Blazer	Gray	2.8L, 2WD, 2 Dr., Auto, AM/FM, Rear End Noise, Missing Pass. Seat	118782	\$1,500.00
2005	Buick	Century	White	3.1L, Auto, AC, CC, PW, PL, CD, Snow Tires On, Bumper Crack, Pass. Compartment Inop.	126029	\$2,500.00
2007	Dodge	Grand Caravan Passenger Van	Red	3.3L, 4 Dr., Auto, AC, CC, PW, PL, CD, Spare Tire Mounted, Hail Damage, Paint Issues	153132	\$2,500.00
2015	Ford	Fusion	Tan	2.5L, Auto, AC, CC, PW, PL, CD, C.E.L, Transmission Issues, Cracked W/S	153922	\$3,000.00
2012	Subaru	Legacy	Blue	2.5L, Auto, AC, CC, PW, PL, CD, Front Bumper Issues, Body Dings, Rough Interior	154179	\$6,000.00
2016	Dodge	Charger	Black	5.7L, AWD, Auto, AC, CC, PW, PL, AM/FM, C.E.L, Transmission Issues, "Limp Mode" Engaged	107026	\$6,000.00
2005	Ford	Taurus	Silver	3.0L, Auto, AC, CC, PW, PL, CASS, Paint Issues, Cracked W/S	123946	\$2,500.00
2010	Dodge	Grand Caravan Passenger Van	Gray	3.3L, 4 DR, Auto, AC, CC, PW, PL, CD, Hail Damage, Missing Trim, Bumper cracks, Batt. Bad	151581	\$3,100.00
2013	Ford	Escape	Gray	1.6L, 4WD, Auto, AC, CC, PW, PL, CD, Engine Issues	79131	\$10,000.00
2012	Dodge	Charger	Black	5.7L, Auto, AC, CC, PW, PL, CD, Bumper, Cage, Stripped Interior	138877	\$5,500.00
2009	Chrysler	Town & Country Passenger Van	Blue	3.3L, 4 DR., Auto, AC, CC, PW, PL, CD, Front End Issues, Driver Door Issues, Rear Hatch Issues	74391	\$6,250.00
2003	Buick	Century	Tan	3.1L, Auto, AC, CC, PW, PL, CASS, Driver Door Issues	145620	\$1,850.00
2004	Ford	Taurus	Tan	3.0L, Auto, AC, CC, PW, PL, CD, Body Scrapes, Rough Interior	130388	\$2,000.00
2010	Dodge	Charger	Black	5.7L, Auto, AC, CC, PW, PL, CD, Half Cage, Batt. Bad, Hail Damage	130911	\$4,750.00
2009	Dodge	Charger	Black/White	5.7L, Auto, AC, CC, PW, PL, CD, Bumper, Cage, Stripped Interior, Driver Door Hangs Up	95853	\$5,000.00
2013	GMC	Terrain	White	2.4L, AWD, Auto, AC, CC, PW, PL, CD, Exhaust Manifold Issues, Exhaust Cam Issues, Timing Chain Issues	72326	\$10,750.00
2012	Jeep	Patriot	Green	2.4L, 4WD, Auto, AC, CC, PW, PL, CD, Transmission Bad, Cracked W/S	117165	\$4,850.00
2001	Ford	Taurus	White	3.0L, Auto, AC, CC, PW, PL, CASS, Cuts Out, Batt. Bad	118772	\$1,750.00
2015	Ford	Escape	Silver	1.6L, 4WD, Auto, AC, CC, PW, PL, CD, C.E.L	166090	\$6,400.00
2005	Ford	Taurus	Brown	3.0L, Auto, AC, CC, PW, PL, CASS, Body Damage	143687	\$1,850.00
2017	Ford	Taurus	Black	3.5L, AWD, Auto, AC, CC, PW, PL, CD, Cracked W/S	105215	\$6,000.00
1998	Ford	Club Wagon Cargo Van	Red	5.4L, 2WD, 3 Dr., Auto, AC, CC, CASS, Seats Out	129373	\$2,500.00
2005	Chevy	Uplander Passenger Van	Red	3.5L, AWD, Auto, AC, CC, PW, PL, CD, Pass. Seats Out, Several Dash Lights On	182196	\$2,500.00
2010	Ford	Fusion	Tan	2.5, Auto, AC, CC, PW, PL, CD, Loses Power, Fender Damage	125022	\$4,200.00
2004	Chevy	Astro Cargo Van	White	4.3L, AWD, 3 Dr., Auto, AC, CC, CD, Rear Shelves, Body Dings, Bad Batt.	168546	\$3,750.00
2012	Dodge	Grand Caravan Passenger Van	Silver	3.6L, 4 Dr., Auto, AC, CC, PW, PL, CD, C.E.L, Transmission Issues	130268	\$3,500.00
2003	Chevy	Astro Cargo Van	White	4.3L, AWD, 3 Dr., Auto, AC, CC, AM/FM, Rear Shelves, Winter Tires On, Summer Set In Rear, Body Dings	344618	\$2,500.00

2012	Dodge	Charger	Black	5.7L, Auto, AC, CC, PW, PL, CD, Hail Damage	138596	\$5,500.00
2018	Dodge	Charger	Black	5.7L, AWD, Auto, AC, CC, PW, PL, AM/FM, C.E.L	105510	\$6,000.00



Seth Long | Sales & Auction Coordinator

Surplus Property & Recycling, General Services,
DOA

MAIN (406) 444-9921 **DESK** (406) 444-9922

[website](#) | [map](#) | [email](#)

KRED Subdivision ROW Abandonment

Reason:

Current COS portrays extensions of several platted City thoroughfares into and across the Red Lodge Airport Subdivision. Over the years a number of buildings have been constructed atop these ROWs, presumably with the approval of the City of Red Lodge. Now, with an effort underway to improve the airport generally, bring it up to modern standards via a Master Plan, and address the increase in interest by private parties to base their aircraft at the airport, the possibility that these ROWs may be an impediment to efficient development and use of all vacant parcels within the Subdivision has come to the fore. To remove this impediment to overall planning, the ROWs in question should be removed from the Certificate of Survey, thus allowing the Board's unhindered ability to request additional surveying of lots and other infrastructure where those ROWs are now depicted.

Petition to Discontinue Street or Alley:

The completed subject petition form accompanies this document. Note that the acting Community Planner, Courtney Long, has initiated an investigation regarding the status of all of the ROWs noted in the petition and depicted in the COS. Some may have already been put into a "Vacated" status, which apparently is not the same as "Abandoned". Whether or not a vacated status allows for siting lots on the depicted ROWs is unclear, whereas full abandonment would certainly allow for lot designations where ROWs now exist. Pending the outcome of that investigation, the accompanying petition may be altered as required.

The fee noted on the form is that which is normally charged a private property owner who is requesting that an adjoining City ROW be abandoned. As has been pointed out to Courtney, the petition in question refers to ROWs in a wholly-owned City subdivision where the City, presumably, has previously approved all building, including upon existing, depicted ROWs. Additionally, an "adjoining" property owner giving approval for the requested abandonment would be, indeed, the City itself via a representative of the City. In consideration of these facts, it has been pointed out to Courtney that the fee seems excessive. In any case, the maximum that the CCAB may be charged for the abandonment process will be \$500.

Airport Board, action(s):

1. Move to proceed with a petition to the City of Red Lodge to abandon all City ROWs depicted on the current COS of the Red Lodge Airport Subdivision and to pay a processing fee of up to \$500 to make this happen.
2. Get a second on the motion.
3. Discussions (see above).
4. Vote.

CITY OF RED LODGE

Community Development Department

1 South Platt Avenue

P.O. Box 9

Red Lodge MT, 59068

Telephone: (406) 446-1606 Fax (406) 446-3936

PETITION TO DISCONTINUE STREET OR ALLEY

FEE ATTACHED \$500.00

Pursuant to § 7-14-4114, MCA, the Red Lodge City Council may discontinue a street or alley or any part of a street or alley in the City, if it can be done without detriment to the public interest, upon:

(a) a petition in writing of all owners of lots on the street or alley; or

(b) (i) a petition in writing of more than 50% of the owners of lots on the street or alley; and (ii) approval by a majority vote of the council.

Before acting upon the petition, a notice must be published, stating when the petition will be acted on and what street or alley or part of a street or alley is asked to be vacated in accordance with the publishing requirements provided in § 7-1-4127, MCA.

Contact Information:

Applicant: Carbon County Airport Board

Address: 17 11th Street W, P.O. Box 887, Red Lodge, MT 59068

Telephone: (406) 446-1595 E-mail: commissioners@co.carbon.mt.us

Describe the street or alley to be discontinued (attach a vicinity map):

White Ave
McGillen Ave
11th Street W
12th Street W

Legal Description of the Right-of-Way to be Discontinued (attach a copy of the Plat showing the street or alley to be discontinued):

Where the extensions/portions of the aforementioned city road ROWs are indicated to be within the confines of Tract 3 of the Certificate of Survey No. 1811, Amendment 4, lying in the City of Red Lodge and situated in the SW1/4 of Section 27, T.7S, R.20E., P.M.M., Carbon County, Montana, commonly referred to as the Red Lodge Airport Subdivision.

Describe how the discontinuation of the street or alley can be accomplished without detriment to the public interest:

The sections of the aforementioned city road ROWs to be discontinued exist within the confines of the Red Lodge City Airport Subdivision and, in many cases, have had aircraft-related structures built upon these ROWs. As the Subdivision is an established Airport Operating Area and is not a portion of the City of Red Lodge in which road-bound vehicular traffic normally operates, there should be no detriment to the public interest as a result of the requested ROW abandonment.

Describe any utilities located within the area to be discontinued (the presence of utilities may necessitate approval by the owner of the utility and an easement for the continued protection of the utility lines):

Electrical service provided by NorthWestern Energy. Buried electrical box in McGillen Ave ROW S of Hangar 2A and E of Hangar 4 with buried electrical lines to the N under McGillen Ave ROW and to hangars W of box. Buried electrical boxes in McGillen Ave ROW S of Hangar Unit 1 and E of Hangar Unit 10 with buried lines electrical lines to N to Hangar Unit 1 under McGillen Ave ROW, to W to hangars W of Hangar Unit 10 under 12th Avenue and under White Ave, and to E to additional electrical boxes outside the Subdivision.

Does the area to be discontinued provide access for mail delivery, trash pickup, trails, parks or other public or private uses?

No.

Does the area to be discontinued provide access to a water body or stream?

No.

When the street or alley was dedicated to the public, was the right-of-way taken from property on both sides of the street or alley? Is there any evidence the right-of-way was taken from property on only one side of the street or alley?

No. No.

Note that the City Council may adopt conditions to ensure the discontinuation is not detrimental to the public interest. Examples of potential conditions include installation of pavement, sidewalks, or curb and gutter; granting of easements for utilities; setback for structures, landscaping and other improvements. Are there conditions which would be beneficial or necessary to ensure the discontinuation is not detrimental to the public interest?

No.

List the Owners of Property abutting the street or alley to be discontinued and the signatures of those who consent to having the street or alley discontinued

(at least 50% of the owners must sign the petition before the City will process the application):

City of Red Lodge
Owner

See the legal description of the airport above.
Legal Description of Property

Signature

1 Platt Ave N, Red Lodge, MT 59068
Address