

Montana Transportation Alternatives (TA) Program

East Helena Public Schools 2017-2018 TA Application

1. Project Name—East Helena Public Schools Transportation Alternatives

2. Local Entity Sponsor and Population

East Helena Public Schools, East Helena, Population less than 5,000.

East Helena Public Schools is an eligible entity to receive TA Set-Aside funds under 23 USC 133(h)(4)(B) 5. a *school district, local education agency, or school*.

3. Project Contact

Ron Whitmoyer, School Superintendent
PO Box 1218 • 226 East Clinton • East Helena, MT 59635
Office: (406) 227-7700 Cell: (406) 459-4488
E-Mail: rwhitmoyer@ehps.k12.mt.us

4. Estimated Total Project Cost

For further detail on the project costs please see Attachment B.

a) Construction	\$265,711 (<i>includes 15% contingency</i>)
b) Preliminary Engineering (30%)	\$ 71,840
c) Construction Administration (20%)	\$ 53,142
d) Right-of-Way and Utility Costs	N/A
e) Total	\$390,693

The TA project cost is \$390,693 with a state match of \$338,261 and \$52,432 local match.

5. Project Eligibility

Our project is an eligible Transportation Alternative (TA) activity under 23 USC 133(h)(3) as follows:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- The [safe routes to school program](#) eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: [Infrastructure](#)-related projects. SAFETEA-LU specifies that eligible infrastructure-related projects include *the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements*, new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, and curb ramps.

The project East Helena Public Schools is proposing is consistent with TranPlan21 priorities: Bicycle and Pedestrian Transportation, Economic Development, and Traveler Safety.

Bicycle and Pedestrian Transportation - Policy Goal A: Institutionalize bicycle and pedestrian modes and Policy Goal B: Target bicycle and pedestrian improvements to account for differences in current and future use. Our project will be an extension of the MDT Bicycle and Pedestrian Program by assisting our city/county governments to provide sidewalks that encourage walking/biking modes of transportation in our community. Actions A.4, 5 and 6, the project will include school educational units on traveling safely to school, utilization of the 2002 study on addressing bicycle safety issues, and this project is located in a K-8 grade school that utilizes the Safe Routes to School Program. Actions B.5 and 6, the addition of sidewalks will reduce vehicle congestion and improve air quality. The Helena area is currently on the cusp of becoming a non-attainment area and needs to work on improvements to air quality to be able to stay in compliance with EPA air quality standards. The sidewalks will be designed and maintained so as to enhance bicycle and pedestrian travel and reduce vehicular use.

Economic Development - Policy Goal C: Support state and local economic development initiatives to maximize new economic opportunities, specifically Action C.1. supporting business retention and recruiting. By improving our community sidewalks and infrastructure East Helena becomes more appealing to businesses/families looking to relocate. East Helena, with the closing of Asarco and the designation as a superfund site, needs positive community assets to help improve its economic viability/stability. The project also touches on Policy Goal E: Develop MDT's organizational capacity to support economic development, specifically Action E.1. and E.2.

Traveler Safety - Policy Goal A: Reduce the number and severity of traffic crashes on Montana's roadways. Through improved sidewalks pedestrians in East Helena would be moved off the streets and onto safe corridors for travel.

This project will be done in partnership with MDT, the East Helena Public Schools, the City of East Helena, and Lewis and Clark County. The project is consistent with the 2014 Update to the Greater Helena Transportation Plan which addresses the needs in the project area.

6. Project Statement

a) Project narrative/abstract

The proposed project is to construct new six foot wide, ADA accessible sidewalks that will connect Eastgate School with East Valley Middle School and to build a sidewalk on E. King Street to eliminate an immediate safety concern. The section of sidewalk connecting Eastgate and East Valley will be constructed on the north side of East Lewis Street and will start at Lake Helena Drive and end at Oak Avenue. The section of King Street that will be improved with a sidewalk is on the south side of the King Street extending from Montana Avenue to North Helena Avenue. There will also be a short segment (one half block) constructed on the west side of Montana Avenue that will connect to an existing sidewalk thereby completing the connectivity of sidewalks between Radley Elementary School to the East Valley Middle School.

East Helena Public Schools, in 2006/2007, received a Montana Department of Transportation (MDT) *Safe Routes to School* grant to review, survey, and designate walk zones and travel corridors and develop a *Safe Routes to School Assessment*. The assessment helped the school, community agencies, and local governments to understand walking/biking patterns of the students and community members, current sidewalk conditions, safety issues, and public need/support for such systems.

The proposed project will provide key connections identified as a high priority safe routes assessment. Previously, using Community Transportation Enhancement Program funding, twelve blocks of sidewalks were constructed on E. Clinton Street and Lake Helena Drive. With this project an additional five blocks of sidewalks will be constructed that tie together the three schools in the East Helena Public Schools. The additional sidewalks will link to pre-existing sidewalks creating a travel corridor that is cohesive, connected, and increases the walkability of our community. Please see map, which shows the location of the proposed sidewalk construction.

A clear and safe connection between the schools will reduce safety issues and hazards for the students and their families. There have been close calls involving children and vehicles, as well as children actually being hit and injured by vehicles making this an urgent issue to be addressed. Our districts three schools are organized by grade levels and the buildings are each separated by approximately one (1) mile. Each day 1,203 (46.8% of students are on the subsidized lunch program) students and their "mode of transportation" make their way to the schools which consist of Eastgate School grades K-1, Radley Elementary grades 2-5, and East Valley Middle School grades 6-8. This obviously causes a tremendous amount of travel and creates traffic issues and safety concerns for students walking/biking in the vicinity of the schools as well as routing issues in parking lots and on the streets. Students who live within three miles of the schools (no busing provided) need a safe way to ride, bike, or walk to their destination. Often families have siblings that are at different schools and safe passage via bike or walking helps the parents be assured their children make it home safely and/or meet up with the older sibling who can escort them home. This project addresses all these needs and issues.

The proposed project for this funding request is new sidewalk construction to benefit East Helena students, their parents, and the community. This project will fill in some of the most critical gaps by providing students and their parents with safe ways to walk to and from school and other community activity centers. The sidewalks will be six feet in width, have American Disability Act (ADA) ramps for handicap access, and be engineered for ease of maintenance and sustainability.

b) Project benefits

SAFETY:

East Helena currently has very few sidewalks. The ones that do exist are located in the “downtown” area of East and West Main Street, East and West Pacific Street, a few that are interspersed within the community and ones constructed on the edges of town in new residential developments. The current system is not cohesive and does not connect the three schools in the school district. Through the *Safe Routes to Schools Assessment*, we identified safe routes and high priority areas needing sidewalks to connect the children to school and local residents to their own community. The project we have proposed will provide the needed connectivity between all three of the school district’s schools. The additional sidewalks will build off the 2008 CTEP project that constructed sidewalks from the key neighborhoods of Eastgate I and Eastgate II to two of the schools. This project will fill in the gaps ensuring that there is sidewalk available linking all three of the schools. Crosswalks with proper signage and pavement markings will also be included with the new sidewalks, were applicable, to increase safety at road crossings.

Our project addresses inherent safety risks because currently we have children walking on the roads to get to school and/or community centers and activities because of a lack of sidewalks. Because the public also parks on the roads, students are pushed further out into the street when walking. When it snows it gets even worse as the children walk even further out in the road following the car tire tracks to keep out of the snow. This is a huge safety issue and risk that will be addressed/eliminated when sidewalks are constructed and we get students off the roadway and onto the new sidewalks.



East Helena Chief of Police, Dale Aschim, who supports this project, is gravely concerned for the safety of our children as they are forced to walk in the street to reach school because sidewalks are not available. The Chief of Police is quoted as saying “We need to get up with the 21st Century and get them out of the streets. We need to make improvements and think ahead instead of waiting until someone gets hurt and reacting.”

We also know we can positively affect the safety of our students utilizing sidewalk systems through education. We have educational units that teachers incorporate into the curriculum, teaching students about safe travel to and from school and within the community. These units will be incorporated throughout the school year and adjusted to address any areas of concern. We also have an afterschool and summer program that will incorporate teaching roadway and sidewalk safety. These programs, in groups, will also utilize the sidewalks to safely access the other schools, the swimming pool, the library, parks, and other community assets. Our local police department will be asked to come to talk to students about sidewalk and road safety and each year the school district will continue to promote a “Walk To School Day” to further educate the students on safe travel and the healthful benefits of walking as a mode of transportation.

ACCESSIBILITY:

As in any rural small town the schools are the heart of the community where students, parents, and community members gather for school events, adult education classes, summer programs/camps, public conferences/meetings, and other events/activities. This project improves accessibility to ALL users by creating a system of sidewalks that connects the community as well as the schools. The sidewalks will improve accessibility for students and the public with disabilities as well as those who can't or don't drive (children, elderly residents, low income residents without a vehicle, etc.). We are aware of many Title I and American Disability Act (ADA) requirements for our students and facilities and understand the importance they play in protecting the rights and needs of individuals.

The current situation does not comply with ADA. There are some sidewalks and some areas that contain no sidewalks (which this project intent is to fix) so anyone with a disability has to figure out another way to get from one school to the next or to certain areas around town. This excludes certain individuals from being fully integrated into our community.

We have students at both elementary schools that are dependent on wheel chairs and they cannot go to activities taking place at the other schools without vehicular transport. With this project, they will be able to reach all schools using the ADA compliant sidewalks with ADA curbs and driveway ramps allowing these students equal opportunity to participate in all activities.

The sidewalks to be constructed as a part of this project will include curb ramps so they are easily accessible for people using wheelchairs, walkers, and canes. The design and construction requirements will meet the requirements of ADA including the curb ramp design, proper drainage needs, maximum slope and cross slope requirements, and other components of ADA will be incorporated into this project.

Segment 1 of the proposed project stretches from Lake Helena Drive to Oak Avenue on the north side of East Lewis Street. There will be two ADA intersection curb ramps with detectable warning devices and six ADA driveway ramps installed. Segment 2 of the project includes East King Street (just east of Radley School) from North Helena Avenue to Montana Avenue and will have two ADA intersection curb ramps and four ADA driveway ramps. This segment will also have crosswalk striping and crosswalk signs guiding users to the newly constructed sidewalks.

CONNECTIVITY:

Much of our community is currently not accessible by sidewalks. By creating a link between all three schools this project makes walking a safe mode of travel within our community. East Helena Public Schools started this project with a goal to create sidewalks to protect the safety of our students who walk/bike to school, promote health and well-being through walking and biking activities, and connect the community through a system of sidewalks and trails. This project accomplishes most of the goals established by the East Helena Public Schools and is located within the incorporated City of East Helena and within three miles of the city limits.

The *Safe Routes to School Assessment* helped us to also identify where there was a lack of connectivity within the community and where improvements were needed. The proposed sidewalks on East Lewis Street and King Street will interconnect the three schools in East Helena providing safe passage between the institutions for our students and the community. The new sidewalks will also link into the existing network connecting the branch County Library, a walking/fitness trail located on the East Valley Middle School campus and the main street of town (connecting to the sidewalks already in place to add access to other parks, businesses, and local government offices on East and West Main Street).

The three schools that makeup East Helena Public Schools are organized by grade levels and the buildings are each separated by approximately one (1) mile. Each day 1,203 (46.8% of students are on the subsidized lunch program) students and their “mode of transportation” make their way to the schools which consist of Eastgate School grades K-1, Radley Elementary grades 2-5, and East Valley Middle School grades 6-8. This obviously causes a tremendous amount of travel and creates traffic issues and safety concerns for students walking in the vicinity of the schools as well as routing issues in parking lots and on the streets. The East King Street/North Montana Avenue proposed stretch of sidewalk specifically addresses this issue by separating the students who are walking from the congested vehicular area east of Radley School.

Students who live within three miles of the schools (no busing provided) need a safe way to ride, bike, or walk to their destination. Often families have siblings that are at different schools and safe passage by walking helps the parents be assured their children make it home safely and/or meet up with the older sibling who can escort them home. This project addresses all these needs and issues.

The local transportation environment will benefit from less traffic on the roads as students and community members walk to their destinations reducing safety hazards, accidents, and even maintenance costs due to the reduced traffic on the road. As indicated above these carefully selected sidewalk locations will also create linkages/connectivity to the different areas within the community. The termini or ends of the project are logical and could be easily expanded or added to as the community grows. The city and county zoning regulations now require developers to create/construct sidewalks in new subdivisions. These sidewalks can then be connected into the system expanding it at no cost to the public.

East Helena is also an economically depressed area with a per capita income of \$22,919 (2011 Census Data) and for those residents who don't own or have access to a vehicle an improved sidewalk system would allow them better connectivity to shopping and their community in general. As a bedroom community for Helena we also have a large population of residents who commute to Helena for work. For those commuting residents who are also parents having a safe route for their children to get to and from school and/or activities in the community while they are working is not an option, it's a necessity.

c) Project risk analysis

BUDGET:

The budget is based on figures provided by Dan Karlin, Lewis and Clark County Engineer. Mr. Karlin based his budget estimates using the most recent MDT estimates available for sidewalk and sidewalk crossing construction. The total project estimate is \$390,693. The total includes fees for construction (265,711), Preliminary Engineering (71,840), and Construction Administration (53,142). Right-of-Way or Utility Costs are not anticipated. Costs by road segment and description are below:

Summary By Segment	State Match	Local Match (13.42%)	TOTAL COST
Segment 1: E. Lewis St., Lake Helena Dr. to Oak Ave.	\$270,656	\$41,953	\$312,609
Segment 2: E. King St., N. Helena Ave. to Montana Ave.	\$67,605	\$10,479	\$78,084
TOTAL	\$338,261	\$52,432	\$390,693

Segment 1: E. Lewis St., Lake Helena Dr. to Oak Ave.

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
1	Mobilization	Lump Sum	1	\$16,700	\$16,700
2	Unclassified Excavation and Embankment	Lump Sum	1	\$12,000	\$12,000
3	4" concrete Sidewalk	Square Yard	1666	\$75	\$124,950
4	6" Concrete Sidewalk @ Driveway Approach	Square Yard	48	\$100	\$4,800
5	ADA Detectable Warning Device	Each	2	\$550	\$1,100
6	ADA Intersection Curb Ramp	Each	2	\$750	\$1,500
7	ADA Driveway Ramp	Each	6	\$300	\$1,800
8	Site Restoration	Lump Sum	1	\$3,000	\$3,000
9	Crosswalk Striping	Each	1	\$500	\$500
10	Relocate Signs	Each	1	\$250	\$250
CONSTRUCTION SUBTOTAL					\$166,600
CONTINGENCY					15% \$24,990
CONSTRUCTION TOTAL					\$191,590
PRELIMINARY ENGINEERING					\$57,480
CONSTRUCTION ADMINISTRATION					20% \$38,318
SUB TOTAL					\$287,388
INDIRECT COST (IDC) - CONST.					10.97% \$21,017
INDIRECT COST (IDC) - CONST. ADMINISTRATI					10.97% \$4,203
GRAND TOTAL					\$312,609
STATE MATCH					86.58% \$270,656
LOCAL MATCH					13.42% \$41,953

Segment 2: E. King St., N. Helena Ave. to Montana Ave.

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
1	Mobilization	Lump Sum	1	\$4,200	\$4,200
2	Unclassified Excavation and Embankment	Lump Sum	1	\$3,750	\$3,750
3	4" concrete Sidewalk	Square Yard	228	\$75	\$17,075
4	6" Concrete Sidewalk @ Driveway Approach	Square Yard	89	\$100	\$8,900
5	ADA Detectable Warning Device	Each	4	\$550	\$2,200
6	ADA Intersection Curb Ramp	Each	2	\$750	\$1,500
7	ADA Driveway Ramp	Each	4	\$300	\$1,200
8	Site Restoration	Lump Sum	1	\$938	\$938
9	Crosswalk Striping	Each	2	\$500	\$1,000
10	Crosswalk Signs	Each	2	\$300	\$600
11	Relocate Signs	Each	1	\$250	\$250
CONSTRUCTION SUBTOTAL					\$41,613
CONTINGENCY					15% \$6,242
CONSTRUCTION TOTAL					\$47,854
PRELIMINARY ENGINEERING					\$14,360
CONSTRUCTION ADMINISTRATION					20% \$9,571
SUB TOTAL					\$71,785
INDIRECT COST (IDC) - CONST.					10.97% \$5,250
INDIRECT COST (IDC) - CONST. ADMINISTRATI					10.97% \$1,050
GRAND TOTAL					\$78,085
STATE MATCH					86.58% \$67,605
LOCAL MATCH					13.42% \$10,479

Previous projects completed by the School District have been on time and on budget. We are confident in the estimated costs for this project.

MATCHING FUNDS:

A match of 13.42%, or \$52,432 cash, is already obligated for this project. The School Board passed Resolution #191 on February 13, 2017 that approved the transfer of funds from the Bus Transportation fund to the building reserve fund. The intended use of transferred funds includes improvements to school safety. The entire match plus an additional \$15,000 is included in the building reserve account through the resolution. The school district is prepared to pay MDT's indirect cost (IDC) on local matching funds. The IDC is included in the construction and construction administration estimates.

PUBLIC INVOLVEMENT:

The need for East Helena infrastructure upgrades in the form of sidewalks for providing safe routes for our children and community has been demonstrated through input from public meetings, community surveys, observations of existing conditions, and lessons learned in the 2008 sidewalk project. In October of 2007, parents of our students (865 children at that time) completed a 16 question survey about walking and biking to school that helped us complete the *Safe Routes to Schools Assessment* project. Their input and suggestions were invaluable in helping us to recognize safety issues, walking/biking traffic patterns, and the need and support for sidewalks within the community. Other entities and organizations are also sponsoring and supporting this project and have written letters of support that are included in Exhibit A.

The project was discussed at repeated open public meetings, with the school board with the most recent meeting being February 13, 2017. Public comment has been in favor of the proposal. The school board is highly supportive of the project which is why they unanimously passed Resolution #191 authorizing the funding of school safety items including the match to this project.

Superintendent Whitmoyer presented the proposed project during a February 21, 2017 City of East Helena City Council meeting. The project was well received and the council agreed to fully support the efforts of the School District. See letter of support from the Mayor of East Helena and City Council President and local business owner, Kit Johnson.

MDT COORDINATION:

The project does not impact any MDT facilities except to add to the sidewalk network that currently connects to MDT facilities. Superintendent Whitmoyer spoke with the MDT District Area Representative, Jeff Ebert, to discuss the proposed project. Mr. Ebert guided Mr. Whitmoyer in modifying the project proposal to include only those areas that have secured right-of-way and meet the most immediate and important needs.

Ron Whitmoyer also contacted Dave Holien, Acting MDT TA Program Manager in Helena, to discuss how this project fits with the Transportation Alternatives guidelines. Mr. Holien provided guidance on projects that best meet the guidelines of the Transportation Alternatives program. This proposal was formed with MDTs input and recommendations and comments from MDT staff indicate that they are in support of the project and have no issues with the proposal.

PROJECT INDEPENDENCE:

The project is not dependent on other things to be completed before it can commence. Preliminary Engineering can begin at any time. Once this project is completed it can function to its full intent and purpose on its own. The sidewalks will immediately be available for people to utilize.

PROJECT OWNERSHIP AND MAINTENANCE:

The sidewalks will be located on right-of-way belonging to the City of East Helena or Lewis and Clark County. The East Helena Public Schools and the City of East Helena along with individual residences will be responsible for the day to day maintenance of the facilities. The school has proven to be a good partner by plowing the snow off the sidewalks that were installed by the 2008 CTEP project, as shown in the following photo.



The East Helena Public Schools will keep the sidewalks clear in inclement weather (snow) so they can be utilized year round by students and community members. The East Helena Public Schools is willing and able to perform this duty to keep its students on the sidewalks and out of the streets. Zoning rules and regulations for the city declare that once completed the landowner adjacent to the sidewalk is obligated by law to assume repair and maintenance of the structure. These rules and regulations will assure that the sidewalks on city property will be taken care of in perpetuity by adjacent property owners. The section of sidewalk that is to be constructed on the north side of Lewis Street is located just outside the East Helena city limits, within Lewis and Clark County. The East Helena Public Schools has committed to maintaining this section of sidewalk.

PROJECT RIGHT-OF-WAY:

The sidewalks to be constructed are in secured city and county right-of-way. There are no structures illegally built in these public right-of ways. This proposed project was designed to limit or eliminate conflicts. The section of sidewalk planned for the north side of Lewis Street will be built where there are no existing structures built in the right of way. This area has larger lots, only four landowners and homes and accessory buildings that are far back on the lots and not in the area of the proposed sidewalk construction. For this project the planned sidewalk on Dudley Street was moved to the north side of Lewis Street where because there is currently little residential development. This will reduce potential clashes over the project by eliminating right-of-way conflicts and controversy. The property owners on King Street and on the $\frac{1}{2}$ block of Montana Avenue also have no encroachments in the city right of way that will impede sidewalk construction.

PROJECT UTILITY IMPACTS:

The north side of Lewis Street from Lake Helena Drive to Oak Street does not have utilities that will be impacted. There is an old drainage ditch that is no longer utilized which will need to be further evaluated during final design.

The public works director for East Helena investigated the known utility locations for the King Street/Montana Avenue section and he reports that the sewer mains run in the alley south of the houses along King Street and east of the houses on Montana Avenue which are not the areas where sidewalk

construction is to occur. He also said that the water mains in King Street and Montana Avenue are of a depth that will not be impacted by sidewalk construction. Documentation for water service line curb stops was reviewed and these are located on the properties of the effected houses, thus, not a problem.

There is a monument marker located in the effected ROW along the west side of Montana Avenue between King Street and the alley. This should not be a problem as the sidewalk concrete can be formed around it so as to keep it properly exposed. A picture of the marker is below:



Prior to final design and construction, utility locates will be requested to make sure nothing was overlooked during the initial investigation.

As part of the call for locates, the East Helena Lead Education and Assistance program is notified of work to be conducted in the East Helena Superfund Site. The contractor is then contacted to make sure they go through the proper procedures for construction in the area. The contractor will need to adhere to the Regulations Governing Soil Displacement and Disposal in the East Helena Superfund Area. The contractor will be required to be certified to conduct work in the area and they will need to obtain a permit for the work. The certification and the permits are free. East Helena Lead Education and Assistance program staff have been contacted about the project. Much of the project lies within areas that have had the soils replaced. The Lewis Street stretch from Grove Drive to Oak Street has been cleaned up and the King Street segment is also remediated.

EAST HELENA PUBLIC SCHOOLS TRANSPORTATION ALTERNATIVES PROJECT

EXHIBIT A

LETTERS OF SUPPORT



City of East Helena

**Mayor**

James Schell

Council Members

Don Dahl
Kit Johnson
Judy Leland
Mike Misowic

City Attorney

Peter K. Elverum

City Clerk

Gena L. Berry

Deputy Clerk

Julia Shannon

Public Works

Director
Scott St. Clair

Chief of Police

Dale Aschim

Fire Chief

Troy Maness

City Judge

Dennis Loveless

P.O. Box 1170
East Helena
Montana 59635

City Offices
406-227-5321

City Fax
406-227-5456

Police Admin.
406-227-8686

March 23, 2017

David Holien, Acting TA Program Manager
Montana Department of Transportation
Engineering Division/Consultant Design Bureau
Post Office Box 201001
Helena, Montana 59620-1001

Dear Mr. Holien,

The City of East Helena is in full support of the East Helena School District's application for Transportation Alternative funding to construct sidewalks that will provide safe connectivity between schools. The sidewalks will be constructed on existing right-of-way and will meet American Disabilities Act requirements allowing for use by all members of our community.

We are increasingly aware of the health benefits of walking and we can only encourage people, especially school aged children, to do so if there are safe places for them to walk. Currently, there are gaps and students and community members walk on the roads to reach their destinations. There have been several close calls between kids and vehicles and we have been lucky to date that there have not been serious injuries. The proposal made by the East Helena School District, if funded, will be a huge benefit to all of East Helena as we start to add connectivity to the schools and parks.

Please consider the district's application as an excellent opportunity for the youth and community as a whole, to be involved in safe and healthful activities that will promote a better quality of life.

Sincerely,

James Schell
City of East Helena Mayor



We Support Fair Housing

Equal Opportunity Employer

March 21, 2017

Re: East Helena TA Grant Application

To Whom it may Concern,

As business owners, strong community advocates and volunteers, former East Helena District 9 School Board Member, and East Helena City Council President and member, my wife and I have actively supported safety and quality of life for our community members for dozens of years now. Our family, co-workers, and fellow citizens know that strong infrastructure builds better communities and enhances the livability of our town. Walkways promote healthy lifestyles, healthy living, and enhances the desire to live within the community.

As business owners, we sought funding several years ago from CTEP to help us construct a sidewalk in front of our facility to accommodate pedestrians along very busy Lane Avenue. We realize the necessity of safe walkways, to the extent that we paid in-part for the construction from our own pockets; we did that willingly and without hesitation because it was the right thing to do for our community.

As avid walkers, we similarly see the value in the walkways and bike paths for the good of our residents. These critical infrastructure items address safety issues that improve walkways for our children and adults alike going to and from school and local businesses. They also promote economic development through community enhancement, reduce health costs associated with obesity and heart disease, and makes the community attractive to development.

Several years ago East Helena lost almost half of it's tax base when the ASARCO smelter plant closed. This major impact to our general fund has negatively impacted the City's ability to rectify hazardous transportation situations, let alone the ability to just keep our infrastructure status quo. We, as a School District and City, have resorted to creative and innovative funding to accomplish these goals, which this grant would greatly help with.

It is with great sincerity that we respectfully request your attention to this matter and hope you will consider the East Helena Community for a TA Grant.

Please do not hesitate to contact us with any questions.

Thank you!

Sincerely,


Viola M. Johnson *Kit D. Johnson*
Viola Johnson
Vice President
J4 Automotive, Inc.

Kit Johnson
President
J4 Automotive, Inc.



P.O. Box 1648 - 3 S. Lane Avenue - East Helena, MT 59635
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kit@j4automotive.com
"Home of the National NAPA/ASE Technician of the Year"





Lewis & Clark C O U N T Y



BOARD OF COUNTY COMMISSIONERS

Andy Hunthausen

Jim McCormick

Susan Good Geise

City County Building 316 North Park Helena, Montana 59623 406.447.8304 Fax: 406.447.8370

March 28, 2017

David Holien, Acting TA Program Manager
Montana Department of Transportation
Engineering Division/Consultant Design Bureau
Post Office Box 201001
Helena, Montana 59620-1001

Dear Mr. Holien:

The Lewis and Clark County Commissioners strongly support the East Helena School District and their application for Transportation Alternatives funding to construct sidewalks in East Helena. The sidewalks to be constructed will fill gaps that exist between the schools served by the district and, when completed, will tie all three schools together so that children and their families can safely walk to school and to other activities in the area.

We support improvements that keep children safe by providing alternatives to having them walk in the streets and we believe that children who engage in healthy activities such as walking to school, have a greater ability to function in the classroom.

Please consider the school district's application as an excellent opportunity for the youth and community members to be involved in safe and healthful activities. As such, the Lewis and Clark County Commissioners support the East Helena School District's Transportation Alternatives application.

Thank you for your consideration.

Susan Good Geise, Chairman



Lewis & Clark County Sheriff's Office

221 Breckenridge • Helena, MT 59601-4230

Office 406-447-8235

Fax 406-449-8452

Sheriff Leo C. Dutton

Undersheriff Jason T. Grimmis

March 24, 2017

David Holien, Acting TA Program Manager
Montana Department of Transportation
Engineering Division/Consultant Design Bureau
Post Office Box 201001
Helena, Montana 59620-1001

Dear Mr. Holien:

The Sheriff's Office advocates for and promotes safety in our communities and also activities that improve the quality of life in our towns. With these goals in mind, it is easy for us to support the application by the East Helena School District for Transportation Alternatives funding. The proposal is to construct ADA-compliant sidewalks which will provide connectivity between the three district schools.

We believe that the safety of children would be dramatically improved if students and community members had more accessible sidewalks instead of having to walk in the streets, and we are anxious to support activities that keep children safe.

Please consider the School District's application as an excellent opportunity for the youth and community members to be involved in safe and healthful activities.

Sincerely,

A handwritten signature in black ink that reads "Leo C. Dutton".

Leo C. Dutton, Sheriff

City of East Helena



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Public Works Director
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Chief of Police
Dale Aschim

Fire Chief
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City Judge
Dennis Loveless

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March 14, 2017

Dear Selection Committee,

The East Helena Police Department is in support of the citizens of East Helena for a Transportations Alternative Program (TAP) Grant. The East Helena Police Department has continually promoted safety in our community and activities that improve the quality of life in our town. With these goals in mind, it is easy for me to support the application of the East Helena Schools for a Transportation Alternatives Program (TAP) Grant to promote healthful and safe activities for the citizens and children in East Helena. We believe that safety of children would be dramatically improved if students and community members had more accessible walkways and bikeways for them to stay out of the streets.

Data collected by the school has shown an increase in the use of sidewalks when they have been made readily available to students and the community. We have personally witnessed the students using our trail and sidewalk improvements and noted how easy it is for them to traverse between Radley School and East Valley Middle School along this sidewalk.

This proposal by the School District would improve healthful and recreational opportunities for the community and its children's understanding of traffic safety. We are anxious to support activities that keep children safe along our streets and roadways. Please consider this application as an excellent opportunity for the youth and the community members to be involved in safe and healthful activities that promote good citizenship and quality of character. As such, the East Helena Police Department is strongly in support of the East Helena school TAP application.

Sincerely,

Dale J. Aschim
Chief of Police
City of East Helena



We Support Fair Housing

Equal Opportunity Employer