****ATTENTION****

The City Council meeting will be held in a hybrid format that may include both in-person AND virtual attendance via Zoom. Unless they have cause to appear virtually, Councilmembers will attend the meeting in person in Council Chambers, second floor of City Hall, 220 N. 27th Street. In order to honor the Right of Participation and the Right to Know in Article II, Sections 8 and 9, of the Montana Constitution, the City of Billings and City Council are making every effort to meet the requirements of the open meeting laws.

Citizens are invited to:

- Review the Agenda Packet on the City's website at: www.billingsmt.gov and click on "Your Government," "City Council," and "Agendas & Minutes".
- View the meeting:
  - On Community 7 TV - Channel 7 or Channel 507 -- Spectrum Cable. *(On evenings when there is a conflict with School District No. 2 Board meetings, the City Council meeting will be broadcast on Channel 8 - Spectrum Cable.)*
  - Online at www.comm7tv.com and click on the "Watch Live" icon. Community 7 also has links to their Facebook page and YouTube channel.
  - On the City's website at www.billingsmt.gov and click on "Watch Meetings Online" on the homepage.
  - In-Person.
  - Virtually via Zoom (see the link below).

Citizens may submit public comment via the following methods:

- Mail: City Clerk, P.O. Box 1178, Billings, MT 59103
- Email: Council@billingsmt.gov.
  - Emails received after 3:00 PM on the day of the meeting, may be posted on the Council's webpage the following day for public viewing.
- Attend the meeting in person.
- Attend the meeting virtually through Zoom by entering the Webinar ID and Passcode indicated below. Click on *Zoom Meeting Instructions* and *Zoom Hybrid Meeting Details* below for more information. The link will allow you to attend, view and participate in the meeting on your computer, laptop or smart phone. (You must have the Zoom App on your device Click Here to Download Zoom App) To provide public comment at the appropriate time, click on the "raise hand" icon located at the bottom of the screen and the moderator will unmute your device.
  - **Don't have a smart phone, computer or laptop?** That's okay -- you can attend a Zoom meeting using your **landline phone.** Call the Zoom phone number, **1.253.215.8782** to join the meeting and follow the operator's instructions. Want to give public comment? Simply *"raise your hand"* by pressing *9 and the moderator will give you permission to speak when it is your turn. **Note this is a long distance toll number and charges may apply depending on your plan.*
- Click Here for City Council Zoom Hybrid Meeting Details and Schedule
- Click Here for Zoom Meeting Instructions for Attendees (as guests)

Webinar ID: 899 3605 5763
Passcode: 624215
Or join by phone: US: +1-253-215-8782

Please contact Denise Bohlman, City Clerk, at bohlmand@billingsmt.gov, or at 406.657.8210, with any questions.

CITY OF Billings

VISION STATEMENT:
"The Magic City: A diverse, welcoming community where people prosper and business succeeds."

*CLOSED EXECUTIVE SESSION begins at 4:30 P.M.
*Note: The Executive Session is closed for the sole purpose of discussing litigation strategy.The other parties to the case(s) discussed are not public bodies or associations as described in Section 2-3-203(1) and (2), MCA. The meeting is closed as allowed by Section 2-3-203(4)(a), MCA, "to discuss a strategy to be followed with respect to litigation when an open meeting would have a detrimental effect on the litigating position" of the City of Billings.

CITY COUNCIL
REGULAR BUSINESS MEETING
AGENDA

COUNCIL CHAMBERS | JULY 11, 2022 | 5:30 P.M.

CALL TO ORDER: Mayor Cole

PLEDGE OF ALLEGIANCE: Mayor Cole

INVOCATION: Councilmember Shaw

ROLL CALL: Councilmembers present on roll call were: ☐ Shaw, ☐ Gulick, ☐ Neese, ☐ Owen, ☐ Joy, ☐ Choriki, ☐ Tidswell, ☐ Purinton, ☐ Boyett, ☐ Rupsis

MINUTES:

- June 13, 2022
- June 27, 2022

COURTESIES:

PROCLAMATIONS:

COUNCIL REPORTS:

ADMINISTRATOR REPORTS - CHRIS KUKULSKI

PUBLIC COMMENT on "NON-PUBLIC HEARING" Agenda Items: 1, 2a, 5b, 6 and 7 ONLY. Speaker sign-in required. (Comments are limited to three (3) minutes or as set by the Mayor. Please sign the roster at the cart located at the back of the Council chambers or at the podium. Comments on items listed as public hearing items will be heard ONLY during the designated public hearing time for each respective item. For items not on this agenda, public comment will be taken at the end of the agenda.)

1. CONSENT AGENDA -- Separations:

A. Bid Awards:

1. **Castle Rock Park Playground Development.** (Opened 6/21/22) Recommend 3 Bulls Contracting; $224,499.96.

B. **Change Order No. 2, 2019 Hail Repair (Miscellaneous City Buildings),** Finishing Touch Exteriors, Inc.; $1,062,978.53.

C. **Professional Services Contract** for W.O. 22-45: Willett and Christensen Pump Station Improvements with AE2S; $227,000.

D. **Consultant Agreement** for W.O. 23-01: 2023 Water Main Replacement with DOWL; $528,195.

E. **Amendment No. 13, Terminal Concourse Expansion, Phases 3-5,** Professional Services Agreement, Morrison-Maierle, Inc.; $1,041,038.

F. **Purchase** playground equipment for Comanche Park; $103,969.70.

G. **Purchase** pre-manufactured restroom at North Park; $209,410.

H. **Memorandums of Understanding** between the City of Billings and Billings Public Schools and Billings Catholic Schools for School Resource Officer Program; $383,991.

I. **Memorandum of Understanding** between the City of Billings and Downtown Billings Business Improvement District (BID); $254,451.

J. **Naming Rights** for baseball field at Poly Vista Park.

K. **Donation** to Parks and Recreation from Bob Smith Motors; $5,000 and Visit Billings; $1,000 for Landon's Miracle Field grand opening.

L. **Stormwater and Sanitary Sewer Easements** with Canal Vista, LLC for maintenance in Lake Hills Subdivision.

M. **Right of Way Grants** with Montana DRNC for W.O. 09-12: Northwest Billings Connector Project.

N. **Billings Safe Routes to School Plan Update Recommendation** to Policy Coordinating Committee (PCC).

O. **Resolution** to establish a Landfill reserve for future capital expenses.

P. **Bills for the Weeks of:**

1. June 6, 2022
2. June 13, 2022

Recommended Motion: I move to approve the items of the Consent Agenda as submitted, with the exception of items moved for separation.

REGULAR AGENDA:

2. **PUBLIC HEARING AND RESOLUTION** vacating portions of Rich Lane, Will Way, and Camp Lane rights of way. Staff recommends approval. (Action: approval or disapproval of staff recommendation.)

- *Presented by:* Debi Meling, Public Works Director

Recommended Motion: Having conducted a public hearing, considered written and spoken public testimony, I move to approve the resolution vacating portions of Rich Lane, Will Way, and Camp Lane rights of way, as recommended by staff.

a. **PRELIMINARY SUBSEQUENT MINOR PLAT** of Amended Plat of Legacy Subdivision located west of 52nd Street West and east of Beringer Way, south of the Big Ditch; Doug Wild, owner; WWC Engineering, agent. Staff recommends conditional approval. (Action: approval or disapproval of staff recommendation.) **Quasi-Judicial*

- *No presentation.*

Recommended Motion: I move to conditionally approve the Preliminary Subsequent Minor Plat of Amended Plat of Legacy Subdivision, as recommended by staff.

3. **PUBLIC HEARING AND VARIANCE** to site development ordinance from BMCC, Section 6-1208(h)(5) for one additional drive approach to the east side of Ditton Drive. Staff recommends approval. (Action: approval or disapproval of staff recommendation.) **Quasi-Judicial*

   - *Presented by:* Debi Meling, Public Works Director

   Recommended Motion: Having conducted a public hearing, considered written and spoken public testimony, I move to approve a variance to site development ordinance BMCC, Section 6-1208(h)(5), as recommended by staff.

4. **PUBLIC HEARING AND FIRST READING ORDINANCE** amending Ordinance 21-5811, Zone Change 1015. Staff recommends approval. (Action: approval or disapproval of staff recommendation.)

   - *Presented by:* Karen Husman, Planner I

   Recommended Motion: Having conducted a public hearing, considered written and spoken public testimony, I move to approve and amend Ordinance 21-5811, Zone Change 1015, on first reading, as recommended by staff.

5. **MCCALL DEVELOPMENT PROPERTY:**

   a. **PUBLIC HEARING AND RESOLUTION FOR ANNEXATION 22-06:** a parcel located north of Elysian Road, south of Titan Avenue, and west of Mullowney Lane. Staff recommends conditional approval. (Action: approval or disapproval of staff recommendation.) **Quasi-Judicial*

      - *Presented by:* Monica Plecker, Planning Division Manager

      Recommended Motion: Having conducted a public hearing, considered written and spoken public testimony, I move to conditionally approve Annexation 22-06, as recommended by staff.

   b. **ANNEXATION AGREEMENT** with McCall Properties, LLC and Brittany's Dream, LLC. Staff recommends approval. (Action: approval or disapproval of staff recommendation.)

      No presentation.

      Recommended Motion: I move to approve the Annexation agreement with McCall Properties, LLC and Brittany's Dream, LLC, as recommended by staff.

   c. **PUBLIC HEARING AND FIRST READING ORDINANCE** expanding the boundaries of Ward III to include recently annexed property in Annexation 22-06: a parcel located north of Elysian Road, south of Titan Avenue, and west of Mullowney Lane. Staff recommends approval. (Action: approval or disapproval of staff recommendation.)

      - *Presented by:* Hunter Kelly, Planner

      Recommended Motion: Having conducted a public hearing, considered written and spoken public testimony, I move to approve the First Reading Ordinance expanding the boundaries of Ward III, as recommended by staff.

6. **TAX INCREMENT FINANCING ASSISTANCE** from Downtown Urban Renewal District for reimbursement of qualified improvements for renovations at 2520 First Avenue North to the Widmyer Corporation (Lincoln Apartments); up to a maximum of $250,000. Downtown Billings Partnership (DBP) Board recommends approval. (Action: approval or disapproval of DBP Board recommendation.)

   - *Presented by:* Wyeth Friday, Planning Director and Mehmet Casey, DBA Development Director

   Recommended Motion: I move to approve the Tax Increment Financing Assistance Downtown Urban Renewal District for reimbursement of qualified improvements for renovations at 2520 First Avenue North to the Widmyer Corporation (Lincoln Apartments); up to a maximum of $250,000, as recommended by the DBP Board.

7. **TAX INCREMENT FINANCE ASSISTANCE** from East Billings Urban Renewal District (EBURD) to J&S Properties for redevelopment of property at 1523 Montana Avenue; up to $622,195. Billings Industrial Renewal District (BIRD) Board recommends approval. (Action: approval or disapproval of the BIRD Board recommendation.)

   - *Presented by:* Wyeth Friday, Planning Director and Zack Terakedis, BIRD Director

   Recommended Motion: I move to approve Tax Increment Finance Assistance from East Billings Urban Renewal District (EBURD) to J&S Properties for redevelopment of property at 1523 Montana Avenue; up to $622,195, as recommended by the BIRD Board.

PUBLIC COMMENT on "NON-AGENDA ITEMS". Speaker Sign-in required. (*Restricted to ONLY items not on this printed agenda. Comments are limited to 3 minutes or as set by the Mayor. Please sign the roster at the cart located at the back of the Council chambers or at the podium.)*

COUNCIL INITIATIVES:

ADJOURN:

Council Chambers are readily accessible to individuals with physical disabilities.

For more information or to make requests for special arrangements, please contact the City Clerk's Office at 657-8210 or e-mail bohlmand@billingsmt.gov, 72 hours prior to the meeting date.

~ ~ ~

City Council Regular

Date:	07/11/2022
Title:	Castle Rock Park Playground Development - Bid Award
Presented by:	Mike Whitaker, Parks, Recreation & Public Lands Director
Department:	Parks/Rec/Public Lands
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends Council approve the bid from 3 Bulls Contracting in the amount of $224,499.96 to construct the playground site improvements at Castle Rock Park.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

In FY2021 Council approved $400,000 for the replacement of playground equipment at Castle Rock Park. Additional funds were needed to provide a playground consistent with the vision of a nature play theme identified in the Castle Rock Park Master Plan. On June 13, 2022, Council approved an additional $121,000 from Castle Rock Park Cash-In-Lieu funds for a total budget of $521,000. At that same meeting Council approved $292,357.53 of the budgeted amount for the purchase and delivery of the playground equipment leaving $228,642.47 for site improvements, installation of the playground equipment, and consulting fees.

Staff is working with our Consultant, Cushing Terrell, who has designed the playground equipment and site improvements. The playground equipment has been ordered. Bids for the playground site improvements were advertised on May 27, 2022 and opened on June 21, 2022. There were 2 bidders (see Attachment A) and the most responsive bid is from 3 Bulls Contracting in the amount of $224,499.96. The bid for the site work came in $75,499.96 over the estimate provided by our consultant. The overage will be made up by PD1 balances.

ALTERNATIVES

City Council may:

- Approve the bid from 3 Bulls Contracting; or,
- Not Approve the bid and provide staff with additional guidance.

FISCAL EFFECTS

In FY2022 the City's Park District 1 fund had unspent O&M budget of approximately $120,000. PRPL staff is recommending using these funds to cover the additional $75,499.96 for this project in FY23. If approved, a budget amendment to establish the additional budget authority for the PD1 Fund will be needed, as this additional cost was not included in the original budget.

Attachments

Attachment A Bid Tab

BID TABULATION SUMMARY

Contact: Mark Jarvis
jarvism@billingsmt.gov

PROJECT NAME: **Castle Rock Park Playground Development**

Date: 6/21/2022

NAME OF BIDDER	3 Bull Contracting	Weave Construction
STATE	**MT**	**MT**
Type of Security	Bond	Bond
Addendum(s)	1	1
Base Bid	$224,499.96	$248,540.00

CALL FOR SEALED BIDS: NOTICE TO BIDDERS

Sealed bids entitled **Castle Rock Park Playground Development** will be received by the Billings City Clerk, via email at bids@billingsmt.gov or via mail or delivery at 210 N. 27th Street, Billings, MT 59101 (P.O. Box 1178, Billings, MT 59103), until 2:00 PM (MST) on Tuesday, June 21, 2022 and then publicly opened and read aloud via Facebook Live on the City's Facebook page: https://www.facebook.com/Billings-MT-City-Government-74352842013/. Bid tabulations will be posted for public viewing after the bids have been opened.

More specific additional information regarding the **Castle Rock Park Playground Development** can be obtained by contacting MARK JARVIS, PARK PLANNER, 406-657-8367 or jarvism@billingsmt.gov. The Drawings and Project Manual may be viewed or obtained at the following locations:

Obtain access after May 27, 2022, by contacting Architect or at www.montanabid.com. Online access will be provided to all registered bidders and suppliers.

Cushing Terrell, 13 N. 23rd St., Billings, MT 59101. Project Manager: Dayton Rush 406-896-6158, daytonrush@cushingterrell.com.

A pre-bid conference is scheduled for Thursday, June 9th, 2022 at 10:00 a.m., local time at W. Wicks Lane and Nutter Blvd., Billings, Montana, south of the splash pad. Interested Contractors are encouraged to attend.

Each bid must be accompanied by a Certified Check, Cashier's Check, or Bid Bond payable to the City of Billings, Montana, in an amount not less than ten percent (10%) of the total amount of the bid. The bid security will be retained by the City Clerk until the successful bidder enters into a contract with the City of Billings. If no contract is entered into, by the successful bidder, within sixty (60) days the security may be forfeited to the City of Billings.

Successful bidders will be required to furnish an approved Performance Bond and Labor and Materials Bond Payment Bond in the amount of one hundred percent (100%) of the contract amount. Insurance as required shall be provided by the successful BIDDER(s) and a certificate(s) of that insurance shall be provided.

Bidders may withdraw their bid either personally or by written request at any time prior to the time set for bid opening. No bid may be withdrawn or modified after the time set for opening, unless and until the award of the contract is delayed for a period exceeding sixty (60) days.

The right is reserved to reject any or all bids received, to waive irregularities, to postpone the award of the contract for a period of not to exceed sixty (60) days, and to accept that bid which is in the best interests of the City of Billings, Montana.

The City of Billings is an Equal Opportunity Employer. The Contractor and subcontractor shall abide by the requirements of 41 CFR 60-300.5(a) and 41 CFR 60-741.5(a), which prohibit discrimination against qualified protected veterans and/or qualified individuals on the basis of disability, and requires affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified protected veterans and individuals with disabilities.

Published on May 27, June 3, 10 and 17, 2022.

Denise R. Bohlman
Billings City Clerk
P. O. Box 1178
Billings, MT 59103

Dept: BILLINGS PARKS AND RECREATION DEPARTMENT
Publish: May 27, 2022
June 3, 2022
June 10, 2022
June 17, 2022

City Council Regular

Date:	07/11/2022
Title:	2019 Hail Repair - Fire Station 5 Maintenance Building and Par 3 Clubhouse (Miscellaneous City Buildings), Change Order #2
Presented by:	John Caterino, Facilities Superintendent
Department:	City Hall Administration
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff recommends that City Council approve and award a Change Order for Hail Repairs at Miscellaneous City Buildings to Finishing Touch Exteriors, Inc. for $1,062,978.53. Original contract price was $499,999.90, Change Order #1 was a net increase of $376,628.63, and Change Order #2 is a net increase of $186,350.00.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

On 09/27/2021 City Council approved and awarded a contract to Finishing Touch Exteriors, Inc. in the amount of $499,999.90 for repair of various City buildings which were damaged in the August 2019 hail storm. On 05/23/2022 City Council approved Change Order #1 in the amount of $376,628.63. Upon further inspection Finishing Touch Exteriors believed that the roof at Fire Station #5 and the roof and siding at Par 3 Clubhouse sustained significant damage to warrant a full roof replacement at Fire Station #5 and full roof and siding replacement at the Clubhouse of Par 3 as opposed to the insurance defined scope. On 12/15/2021 a supplemental report with photos was submitted to Crawford Global Technical Services, the adjustor for the City insurer, Affiliated FM Insurance Company. The insurance adjuster is in agreement that the initial inspection by Madsen, Kneppers & Associates, Inc., was not thorough enough and has approved west lower slope roof replacement of Fire Station #5 Maintenance building and full roof and siding replacement of Par 3 Clubhouse building, based on the subsequent information provided.

The insurance company is replacing like, kind, and quality for both site repairs. Existing system at Fire Station #5 Maintenance building is asphalt shingles and insurance agrees to pay $13,931.69 to replace with asphalt shingles. Existing system at Par 3 Clubhouse is metal roof and metal siding and insurance agrees to pay $172,418.31 to replace with metal.

ALTERNATIVES

City Council may:

- Approve; or,
- Not Approve

FISCAL EFFECTS

Breakdown of funds is below.Change Order #2 Total is $1,062,978.53. The approved change order amount, exclusive of materials upgrades (this is in reference to Change Order #1), will be funded by insurance claim funds paid out for the August 2019 hail event. City approved materials upgrades will be paid for by the Fire Department with deferred maintenance funds.

	Location	Total Price	Insurance To Pay	City Approved Materials Upgrades
Contract	Miscellaneous Bid Package	$499,999.90	$499,999.90	
CO#1	Fire Station #7	$312,761.17	$125,607.40	$187,153.77
CO#1	West Side Maintenance Building	$63,867.46	$63,867.46	
CO#2	Fire Station #5	$13,931.69	$13,931.69	
CO#2	Par 3 Clubhouse	$172,418.31	$172,418.31	
	Total	$1,062,978.53	$875,824.76	$187,153.77

Attachments

2019 Hail Claim - Miscellaneous Buildings - Finishing Touch - CO2
Crawford Supplemental Letter Approval FS5
Crawford Supplemental Letter Approval Par 3
2019 Hail Claim - Misc Buildings - Finishing Touch - CO1

CHANGE ORDER

No. 002

PROJECT: **Misc. City Buildings Hail Repairs**
CONTRACT DATE: **10/06/2021**
CO DATE OF ISSUANCE: **06/20/2022**

OWNER:	City of Billings PO Box 1178 Billings, MT 59103	**CONTRACTOR:**	Finishing Touch Exteriors, Inc. 2912 Hanon Rd Billings, MT 59101
OWNERS REP:	John Caterino	**CONTRACT FOR:**	Building hail repairs at Misc. locations

You are directed to make the following increased scope of work changes in the Contract Documents.

Description:

Location:
Billings Fire Station #5
605 S 24th St W
Billings, MT 59102
Site total: $13,931.69
Insurance to pay: $13,931.69
Scope of work per estimate FS5 Lower/West Roof from Finishing Touch Exteriors, Inc., dated 06/14/2022.

- Tear off existing asphalt shingle roof
- Remove and replace drip edge metal
- Remove and replace ice and water shield
- Remove and replace synthetic underlayment
- Install asphalt shingle starter course
- Install metal end wall trim
- Remove and replace pipe jack
- Remove and replace attic box vent
- Install 30-year asphalt shingles
- Roofing sealant

Location:
Par 3 Golf Course
19 S 19th St W
Billings, MT 59102
Site total: $172,418.31
Insurance to pay: $172,418.31
Scope of work per estimate PAR 3 Club House from Finishing Touch Exteriors, Inc., dated 11/1/2021.

- Tear off metal roofing
- Remove and replace metal eave trim
- Remove and replace ice and water shield
- Remove and replace synthetic underlayment
- Remove and replace 26-gauge snap-lock metal roofing panels
- Remove and replace metal gable trim
- Install metal endwall trim
- Remove and replace sidewall metal trim
- Remove and replace metal ridge cap
- Install metal roofing fasteners
- Install inside closure metal roofing panels
- Install butyl tape on all trim seams
- Apply roofing sealant
- Remove and replace pipe jack

- Remove and replace HVAC hood
- Tear off metal siding
- Remove and replace house wrap
- Install house wrap seam tape
- Remove and replace metal drip edge
- Remove and replace 26-gauge snap-lock metal siding
- Remove and replace steel outside corner post
- Remove and replace Steel J Channel 26-gauge
- Remove and replace 26-gauge steel snow-break
- Install inside closure metal roofing panels
- Seal siding at all openings with Dap DynaFlex color match caulking
- Remove and replace 6-inch custom bent fascia
- Detach and reset exterior light fixtures
- Remove and replace commercial A/C Unit
- Remove and replace 6-inch commercial box style gutter and downspout

Before work begins the Contractor shall do the following:

- Attend a pre-construction meeting with City of Billings representatives.
- Obtain all required permits before beginning construction.
- Obtain all required inspections during the course of construction and at final completion.
- In addition to all City required inspections through the City Building Division permitting process, Contractor and Subs are to install a sample of three courses of metal roof panel and siding material in two different locations and at least 100 square feet of asphalt shingles. The workmanship will be inspected by City representatives before an official material installation notice to proceed is issued. If the installation and workmanship do not meet City standards, corrections will need to be made before official material installation notice to proceed is issued.

Purpose of Change Order: Affiliated FM Insurance Company has secured the services of Crawford Technical Services, an independent adjusting firm. Insurance and adjuster have approved supplemental increased scope of work above and beyond the initial Madsen, Kneppers & Associates, Inc. inspections dated 4/20/2020. Letters from Crawford Technical Services approving increased scope of work are attached.

CHANGE IN CONTRACT PRICE:	**CHANGE IN CONTRACT TIME:**
Original Contract Price	Original Contract Time
$ 499,999.90	176 days or date
Previous Change Orders No.	Net Change from previous Change Orders
$ 001	0 days
Contract Price prior to this Change Order	Contract Time prior to this Change Order
$ 876,628.53	September 30, 2022 days or date
Net Increase (decrease) of this Change	Net Increase (decrease) of this Change
$ 186,350.00	31 days
Contract Price with approved Change Order	Contract Time with approved Change Order
$ 1,062,978.53	October 31, 2022 days or date

APPROVED:
CITY OF BILLINGS, MONTANA

APPROVED:
FINISHING TOUCH EXTERIORS, INC.

By_____
Owner Signature

Name _____

Title _____

Date _____

By_____
Contractor Signature

Name _____

Title _____

Date _____

Crawford

Global Technical Services

June 15, 2022

City of Billings
PO Box 1178
Billings, MT 59104

Attention: John Caterino, Facilities Superintendent
Via Email: caterinoj@billingsmt.gov

MEMO REGARDING FIRE STATION NO. 5 SUPPLEMENT

Insured	:	**City of Billings**
Date of Loss	:	**August 11, 2019**
Location of Loss	:	**Multiple Locations** **Billings, MT**
Type of Loss	:	**Hail (CAT 1949)**
Policy Number	:	**TO200**
Policy Term	:	**July 1, 2019, to July 1, 2020**
Insurer Reference	:	**498207; Loss ID 412920**
Crawford GTS Reference	:	**3702464**

Dear Mr. Caterino,

As you are aware, Crawford Global Technical Services is an independent adjusting firm retained by your insurer, Affiliated FM Insurance Company, to investigate the above captioned hail loss, which occurred on or about August 11, 2019. This letter follows previous discussions had over telephone, email correspondence relative and a site visit to the bid received from Finishing Touch Exteriors to repair additional hail damage discovered at the Fire Station No. 5 location.

Further to our prior exchanges, we are validating a change order provided by Finishing Touch Exteriors totaling $13,931.69. To the extent the City proceeds to execute these repairs and incurs these costs, the same will be contemplated in the City's replacement cost claim.

As always, Affiliated FM Insurance Company continues respectfully to request your complete compliance with all terms and conditions of the policy of insurance and the laws of the state in which the property is located. All rights and defenses, which may

now exist or which may arise in the future, are reserved. No waiver or estoppel of any of these terms and conditions is intended.

Should you have any questions, please do not hesitate to contact us.

Best Regards,

Joel Booth

Managing Executive General Adjuster
Crawford Global Technical Services

Direct: 206-276-1748
Email: Joel.Booth@us.crawco.com

JB/mem

c. PayneWest Insurance

Crawford

Global Technical Services

June 20, 2022

City of Billings
PO Box 1178
Billings, MT 59104

Attention: John Caterino, Facilities Superintendent
Via Email: caterinoj@billingsmt.gov

MEMO REGARDING PAR 3 GOLF COURSE (CLUBHOUSE)

Insured	:	**City of Billings**
Date of Loss	:	**August 11, 2019**
Location of Loss	:	**Multiple Locations** **Billings, MT**
Type of Loss	:	**Hail (CAT 1949)**
Policy Number	:	**TO200**
Policy Term	:	**July 1, 2019, to July 1, 2020**
Insurer Reference	:	**498207; Loss ID 412920**
Crawford GTS Reference	:	**3702464**

Dear Mr. Caterino,

As you are aware, Crawford Global Technical Services is an independent adjusting firm retained by your insurer, Affiliated FM Insurance Company, to investigate the above captioned hail loss, which occurred on or about August 11, 2019. This letter is in reference to the bid received from Finishing Touch Exteriors to repair additional hail damage discovered at the Clubhouse Situated at the Par Three Golf Course.

Further to our prior exchanges, we are validating a change order provided by Finishing Touch Exteriors totaling $172,418.31. To the extent the City proceeds to execute these repairs and incurs these costs, the same will be contemplated in the City's replacement cost claim.

As always, Affiliated FM Insurance Company continues respectfully to request your complete compliance with all terms and conditions of the policy of insurance and the laws of the state in which the property is located. All rights and defenses, which may

now exist or which may arise in the future, are reserved. No waiver or estoppel of any of these terms and conditions is intended.

Should you have any questions, please do not hesitate to contact us.

Best Regards,

Joel Booth

Managing Executive General Adjuster
Crawford Global Technical Services

Direct: 206-276-1748
Email: Joel.Booth@us.crawco.com

JB/mem

c. PayneWest Insurance

DocuSign Envelope ID: A5B74B50-E40D-48E5-A481-B90058319C26

CHANGE ORDER

No. 001

PROJECT: **Misc. City Buildings Hail Repairs**
CONTRACT DATE: **10/06/2021**
CO DATE OF ISSUANCE: **05/04/2022**

OWNER:	City of Billings PO Box 1178 Billings, MT	**CONTRACTOR:**	Finishing Touch Exteriors, Inc. 2912 Hanon Rd Billings, MT 59101
OWNERS REP:	John Caterino	**CONTRACT FOR:**	Building hail repairs at Misc. locations

You are directed to make the following increased scope of work changes in the Contract Documents.

Description:
Billings Fire Station #7
Project total: $312,761.17
Insurance to pay: $125,607.40
Fire to pay: $187,153.77
- Per scope of work on plans titled "Fire Station No. 7 Roof Replacement Project" drafted by Cushing Terrell and dated May 12, 2022, and Project Manual titled "City of Billings Fire Station #7 Roof Replacement Project" drafted by Cushing Terrell dated May 12, 2022.

West Side Maintenance Building
Project total: $63,867.46
Insurance to pay: $63,867.46
- Remove and replace composite siding and accessories to make a working system.
- To include permit, bond, dumpster
- Remove existing damaged siding.
- Furnish and install moisture-barrier building wrap and seam tape.
- Remove and replace 4" trim.
- Furnish and install 8 ¼" Diamond Kote rigid stack lap siding. Prefinished with Premium Color TBD.
- Furnish and install back flashing at siding seams. Seal siding at all openings with DAP DynaFlex color match caulking.
- Touch up siding.
- Final cleaning and removal of all fasteners and debris.

Purpose of Change Order: Affiliated FM Insurance Company has secured the services of Crawford Technical Services, an independent adjusting firm. Insurance and adjuster have approved supplemental increased scope of work above and beyond the initial Madsen, Kneppers & Associates, Inc. inspections dated 4/20/2020. Letters from Crawford Technical Services approving increased scope of work are attached.

CHANGE IN CONTRACT PRICE:

Original Contract Price
$ 499,999.90

Previous Change Orders No.
$ ----------

Contract Price prior to this Change Order
$ 499,999.90

Net Increase (decrease) of this Change
$ 376,628.63

CHANGE IN CONTRACT TIME:

Original Contract Time
176
days or date

Net Change from previous Change Orders
0
days

Contract Time prior to this Change Order
176
days or date

Net Increase (decrease) of this Change
183

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Contract Price with approved Change Order	Contract Time with approved Change Order (days)
$ 876,628.53	September 30, 2022 (days or date)

APPROVED:
CITY OF BILLINGS, MONTANA

By DocuSigned by: William A Cole 2CA11D5423334EE... (Owner Signature)

Name William A Cole

Title Mayor

Date 5/25/2022

APPROVED:
FINISHING TOUCH EXTERIORS, INC.

By (Contractor Signature)

Name Nate Weaver

Title Owner

Date 5-24-22

City Council Regular

Date:	07/11/2022
Title:	W.O. 22-45 Willett and Christensen Pump Station Improvements, Professional Services Contract
Presented by:	Debi Meling
Department:	Public Works
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends that City Council approve the Professional Services Contract with AE2S for W.O. 22-45: Willett and Christensen Pump Station Improvements, in the amount of $227,000.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Within the City of Billings water distribution system, pressure zone #2 serves "mid-town" Billings. Willett Pump Station supplies water to Zone 2, as well as maintains adequate storage in the Staples reservoirs. To achieve more efficiency and flexibility in providing water to Zone 2, Willett Pump Station needs a third pump installed. This station has another pump slot available, so the project will add a third pump and an associated variable frequency drive (VFD). Also included at Willett Pump Station is the relocation of an existing flow meter; and evaluations of hydraulics, piping, valves, and the building structure to determine other improvements that may be needed in the future to further benefit the entire operating system.

Pressure zone #6 provides water to northwest Billings, north of Highway 3. Christensen Pump Station, located by Logan Reservoir near the airport, serves Zone 6. It is currently the only means of providing water to Zone 6, so pumps inside Christensen Pump Station operate continuously. Due to recent developments within Zone 6 and the lack of Zone 6 storage, the existing fire flow pumps in Christensen Pump Station is not large enough to provide sufficient flows. This project will replace the existing fire flow pump with a larger one controlled by a VFD. There is the possibility that one of the existing duty pumps needs to be replaced and upsized in Christensen Pump Station as well, and this determination is part of the project. Also included in the project is an evaluation of the hydraulics and operating scenarios between the pump station and the anticipated Zone 6 water storage reservoir that will be constructed in the future.

The scope of work includes sizing the pumps at both locations, design of all associated electrical and process improvements, full design for installation, bidding, and construction contract administration (including part-time inspection).

The City requested proposals for professional engineering services from a prequalified list derived from the established Statement of Qualifications. Two proposals were received, and AE2S was selected for the project using the proposal process. The consultant selection was based on Project Team and Availability, Project Approach, and Firm Qualifications and Experience related to the project needs.

ALTERNATIVES

City Council may:

- Approve award of a Professional Services Contract with AE2S; or,
- Not approve a contract with AE2S. If this agreement is not approved, this required work will be delayed, which could adversely affect the City's ability to provide sufficient quantities of water to the respective zones.

FISCAL EFFECTS

The contract is in the amount of $227,000 and is being funded with water funds as approved in the FY23 budget. There are adequate funds available for this contract amount.

City Council Regular

Date:	07/11/2022
Title:	W.O. 23-01 2023 Water Main Replacement Project, Consultant Agreement
Presented by:	Debi Meling
Department:	Public Works
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends the City Council award a contract for W.O. 23-01, 2023 Water Main Replacement, to DOWL in the amount of $528,195.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The City replaces and upgrades its water mains as part of an annual maintenance program. This project will replace approximately 8,675 feet of existing water mains. Water mains being replaced were selected based on several criteria including age, break history, fire flow, and undersized water mains. This project will replace water mains that are 44 to 74 years old and upsize 6-inch water mains to 8-inch size, resulting in the reduction of maintenance costs from water main breaks.

The City requested proposals for professional engineering services from a prequalified list derived from the established Statement of Qualifications. DOWL was selected for the project using the proposal process. Two other proposals were received from Sanderson Stewart and Morrison-Maierle. The consultant selection was based on Project Team and Availability; Project Approach; and Firm Qualifications and Experience as they relate to the project needs.

ALTERNATIVES

City Council may:

- Approve awarding the Professional Engineering Services Contract to DOWL, or;
- Not approve awarding the Professional Engineering Services Contract to DOWL. If the project is not awarded, the City's water mains in these areas will continue to be unreliable and may experience ongoing maintenance problems and expenses.

FISCAL EFFECTS

The project was budgeted in FY23 using water funds. $50,000 will be reimbursed to the water fund from an ARPA grant.

City Council Regular

Date:	07/11/2022
Title:	Approve Amendment 13 for Phases 3 - 5 of the Terminal Concourse Expansion Project
Presented by:	Shane Ketterling, Assistant Director of Aviation and Transit
Department:	Airport
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff recommends that the City Council approve Amendment 13 with Morrison-Maierle for the amount of $1,041,038 for the Construction Administrative Services for Phases 3 - 5 of the Terminal Concourse Expansion project.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

On August 14, 2017, the City Council approved the Engineering Agreement with Morrison-Maierle, Inc. for the design and construction oversight of the future Airport Terminal Concourse Expansion Project. Amendment 13 to the Master Agreement will provide the construction administration and construction oversight for Phases 3 - 5 of the Terminal Concourse Expansion. Phases 3 - 5 of the BIL Airport Terminal Concourse Expansion Project is scheduled to begin in July 2022, last approximately 19 months, and cost approximately 20 million dollars.

Phase 3 includes the construction of the new TSA queuing area, the addition of new restrooms at the top of the stairs, the remodel of the old TSA Screening area into a new lower lobby area, including relocating and installing a new escalator, elevator, and stairs. The Phase 4 Scope of Work (SOW) includes demolition of the old B Concourse followed by construction of the new B Concourse, to include four holdrooms, restrooms, display areas, and electrical, data, and HVAC rooms. Phase 5 will consist of remodeling and updating the existing Commuter Concourse C holdroom area to match the rest of the concourses, the addition of new restrooms, a Service Animal Relief Area (SARA) and modernizing the exit hall to baggage claim.

The engineering firm will be required to provide all civil and project management, structural, electrical, mechanical, telecommunications, fire protection, sub-consultant fees associated with special building testing, civil geotechnical testing, and architectural work. The engineer's responsibility will include all project, grant, and construction management services, provide onsite Resident Project Representatives throughout the duration of the project, consult with Airport staff, complete project closeout services, and all other miscellaneous work items as outlined in the SOW. The Construction Administrative Services SOW was reviewed by Jacobs Engineering who conducted an Independent Fee Review as required by the FAA. Jacobs Engineering was contracted to perform the secondary review, providing staff with a second engineering number to negotiate the fees with. Jacobs estimate was $111,491 higher than Morrison Maierle's fees.

ALTERNATIVES

City Council may:

- Approve Amendment 13 with Morrison-Maierle for the Construction Administrative Services for Phases 3 - 5 of the Terminal Concourse Expansion project; or
- Disapprove Amendment 13 with Morrison-Maierle and provide staff with direction on how to proceed.

FISCAL EFFECTS

The total cost of Amendment 13 is $1,041,038. This project is included in the current budget and funding will be 82.98% FAA Airport Improvement Program (AIP) grant funds with a 17.02% local match, which is available in the Airport Capital Account. AIP grant funds will cover $863,853.33 and the local funds will be $177,184.67.

Attachments

Amendment 13

AMENDMENT NO. 13
TO
AGREEMENT FOR ENGINEERING SERVICES for
TERMINAL EXPANSION PROJECT
CITY OF BILLINGS AVIATION AND TRANSIT DEPARTMENT

DATED August 14, 2017

This AMENDMENT, made and entered into on _____ by and between the following:

City of Billings, Montana, a Municipal Corporation, PO Box 1178
Billings, Montana 59103, hereinafter designated as the OWNER

and

Morrison-Maierle, Inc., 315 N. 25th Street, Suite 102, Billings, Montana 59101,
a private Montana Corporation, hereinafter designated as the ENGINEER

WITNESSETH:

WHEREAS, the OWNER and the ENGINEER have entered into an Agreement for Professional Airport Engineering service contract dated August 14, 2017, and;

WHEREAS, the OWNER has a need for additional engineering services, and;

WHEREAS, the ENGINEER represents that he/she is qualified to perform such services, is in compliance with the Montana Statutes relating to the registration of professional engineers and is willing to furnish such services to the OWNER;

NOW, THEREFORE, in consideration of the terms, conditions, covenants and performance contained herein, or attached and incorporated herein, the parties hereto agree to amend the August 14, 2017 Agreement, corresponding amendments to this Agreement, and all related exhibits as follows:

ARTICLE I – SCOPE OF SERVICES

The following items of work listed below are added and amended by the Amendment 13 (Thirteen) for Phases 3-5 Construction Administration for the Terminal Expansion Project.

Complete Construction Management, civil/terminal inspection and Project Closeout Services for Phases 3-5 associated with the New Passenger Terminal Building. Morrison-Maierle services are project management, site/civil, structural, electrical, mechanical, fire protection, and telecommunication shop drawings, RFI, project management, site visits. Under this Amendment is special testing: geotechnical, rebar inspection, and welding inspection (Rimrock Engineering and K4 Inspections). There are no architectural services (A&E) included under this amendment. All architectural services will be provided under Amendment 6.

Construction Management Services: Provide services for on-site construction observation for the project. On-site observation will be part-time observation covered by the Resident Project Representative (RPR) throughout construction. In addition, site visits by the Structural Engineer will occur. Morrison-Maierle will also perform all construction staking and project layout for the Contractor.

Project Closeout Services: Provide assistance in closing out the project and grant with the FAA, compile testing results, lien releases, affidavits of amounts paid to DBE, review record drawings of the completed project and provide a final report to the OWNER and the FAA. An ALP update

will not be required with this project.

Project Schedule: The project consists of the remaining construction schedule. Phases 3-5 will begin in June 2022 and will last 18-24 months. This schedule of work will last for 730-calendar and will be complete by May 2024.

SECTION 1 – ENGINEER'S RESPONSIBILITY: Applicable paragraphs of Section 1 of the Master Agreement for Engineering Services are hereby incorporated for the following services:

A. Project and Grant Management Services

1. Develop project scope and fee for Amendment.
2. Prepare an Application for Federal Assistance and submit to Helena ADO.
3. Prepare and coordinate Sponsor Certification for submittal to the Helena ADO.
4. Process Contractor pay requests.
5. Prepare and submit FAA Request for Reimbursement, Summary of Project Costs.
6. Review Contractor and Subcontractor weekly payrolls against published Wage Rates included in the construction contract documents.
7. Prepare weekly FAA construction reports.
8. Maintain project coordination with the Owner, FAA and Contractor throughout the life of the project. Ensure milestones and deliverables are meeting expectations and the predetermined project schedule.

B. Construction Management Services

1. Review shop drawings (concrete, base course, any products that would have changed over the last 2 years), samples, certifications, and other submittals of the Contractor for general conformance to the design concept of the Project and for general compliance with the construction contract documents. Finalize Buy American on all submittals of the Contractor for general conformance to the guidelines set forth by the FAA. Such reviews and approvals will not extend to the means, methods, techniques, sequences, or procedures of construction or to safety precautions and programs incident thereto.
2. Respond to various Requests For Information (RFI) and evaluate/respond to Potential Change Orders (PCO) for the OWNER's approval. Incidental in this reference would assume no additional design or construction management services. ***Change Orders involving additional design and construction management services shall be considered Additional Services.***
3. Provide the services of a Resident Project Representative (RPR) at the site to provide part-time observation of Contractor's work. Duties, responsibilities, and authority of the RPR are as set forth in the Master Agreement. The furnishing of such RPR services will not extend ENGINEER's responsibilities or authority beyond the specified limits set forth in the Master Agreement. Estimated construction period is ***730-calendar days.*** Should final bidding documents allow additional time for construction; ENGINEER will be entitled to additional compensation.

   Make visits to the site at intervals appropriate to the various stages of construction, as ENGINEER deems necessary, in order to observe the progress and quality of the work. Such visits and observations by ENGINEER and RPR are not intended to be exhaustive or to extend to every aspect of Contractor's work in progress or to involve detailed inspection of Contractor's work in progress, but rather are to be limited to spot checking, selective sampling, and similar methods of general observation of the Work. Based on information obtained during such visits and such observations, ENGINEER will determine in general if Contractor's work is proceeding in accordance with the construction contract documents, and ENGINEER shall keep OWNER informed of the progress of the work.

   The purpose of ENGINEER's visits to, and observation by the Resident Project Representative will be to enable ENGINEER to better carry out the duties and responsibilities assigned to and undertaken by ENGINEER during the construction phase, and, in addition, to provide for OWNER

a greater degree of confidence that the completed Work will conform in general to the Contract Documents. ENGINEER shall not, during such visits or as a result of such observations of Contractor's work in progress, supervise, direct, or have control over Contractor's work, nor shall ENGINEER have authority over or responsibility for the means, methods, techniques, sequences, or procedures of construction selected by Contractor, for safety precautions and programs incident to Contractor's work, or for any failure by Contractor to comply with Laws and Regulations applicable to Contractor's furnishing and performing the WORK. Accordingly, ENGINEER neither guarantees the performance of any Contractor nor assumes responsibility for any Contractor's failure to furnish and perform its work in accordance with the construction contract documents.

4. Subcontractors shall provide special inspections or tests of Contractor's work as required by code, and receive and review all certificates of inspection, tests, and approvals. ENGINEER's review of such certificates will be for the purpose of determining that the results certified indicate compliance with the construction contract documents and will not constitute an independent evaluation that the content or procedures of such inspections, tests, or approvals comply with the requirements of the construction contract documents. ENGINEER shall be entitled to rely on the results of such tests. Monitor Contractor operations during construction for general adherence to the construction operations plan. In the event construction activities are not in conformance with the provisions of the construction operations plan, the Contractor and OWNER will be notified verbally and in writing. Failure of the Contractor to take corrective action, a Stop Work Order issued to the Contractor until such time as the Contractor takes corrective action. The Stop Work Order will be issued at the direction of the OWNER, through the ENGINEER.
7. Make recommendations to the OWNER on all claims relating to the execution and progress of the construction work.
8. Notify the OWNER of permanent work that does not conform to the result required in the construction contract documents, prepare a written report describing any apparent non-conforming permanent work, make recommendations to the OWNER for its correction, and, at the request of the OWNER, have these recommendations implemented by the Contractor.

   Provide a combination of one-person and two-person survey crew to assist in the layout and construction staking of the project. All layout will also require minimal time from CAD staff to generate stake out points, along with oversight from the Survey Manager.
11. Promptly after notice from Contractor that Contractor considers the entire Work ready for its intended use, in company with OWNER, the FAA, and Contractor, conduct a semi-final inspection to determine if the Work is substantially complete. If, after considering any objections of OWNER, and the FAA, the ENGINEER considers the Work substantially complete, the ENGINEER shall then deliver a Certificate of Substantial Completion to OWNER and Contractor.
12. Final Notice of Acceptability of the Work. Conduct a final inspection to determine if the completed Work of Contractor is acceptable so that ENGINEER may recommend, in writing, final payment to Contractor. Accompanying the recommendation for final payment, ENGINEER shall also provide a "Notice of Acceptability of Work" that the Work is acceptable to the best of the ENGINEER's knowledge, information, and belief and based on the extent of the services provided by ENGINEER under this Task Order.

C. Project Closeout Services

1. Upon completion of construction, the ENGINEER shall prepare a Final Project Report covering all items included under this Amendment, in accordance with appropriate ADO Notices in affect at the time of the project. The ENGINEER shall furnish one (1) copy of the Final Project Report to the OWNER and to the FAA. The ENGINEER will not produce a set of record drawings at this time. ENGINEER will delay this until the overall terminal project is complete.
2. The construction specifications require the Contractor to perform all tests of materials and to submit a set of marked up as-constructed plans. The Contractor will be responsible for retaining the services of a certified materials testing firm to perform quality control and acceptance testing in accordance with the project specifications. The ENGINEER will utilize the above Contractor-furnished testing data to prepare the Final Project Report.
3. Receive bonds, product certificates, certificates of inspection, tests, and approvals, shop drawings, samples and other data required by the construction Contract documents and the annotated record

documents which are to be assembled by Contractor in accordance with the construction Contract documents to obtain final payment.

ARTICLE II - ENGINEERING FEES

Engineering fees for providing the scope of work are based on the methods described in Article II of the original agreement.

The items discussed above are finalized items of work that the Owner and AIP will fund.

Phase I –Design Phase.
Not included in this amendment.

Phase II - Construction Phase.

The services identified for Phase II of Amendment 13 (Thirteen) will be accomplished at a cost plus fixed fee with a ceiling price not to exceed **$1,041,038** as per Method B - Fee Determination. See Table 2A for engineering budget.

CONSULTANTS: Subconsultant services are included in this amendment. The below subconsultant services were negotiated under this amendment and are under the direction of Morrison-Maierle. Those subconsultants include:

A. Geotechnical Testing (City and FAA Requirement) – Rimrock Engineering
B. Rebar Inspections (City Requirement) – Rimrock Engineering
C. Welding Inspections (City Requirement) – K4 Inspections

COST SUMMARY OF
Amendment 13

Description		Labor & Expenses	Fixed Fee	Total Phase I	Total Phase II
Terminal Expansion - Phase 3-5CA					
Phase I - Design	TABLE 1A	$0	$0	$0	
Phase II - CA	TABLE 2A	$915,686	$125,352		$1,041,038
Subtotal		$915,686	$125,352	$0	$1,041,038
Total This Amendment					**$1,041,038**

TABLE 2A

Amendment 13
Engineering Services
Phase II - Construction Administration Phase 3-5

	Total Man-hours	Labor Rate	Total
MU Labor Professional Services	*6,261*	*$129.99*	*$813,853*

Direct Expenses	
Vehicle (Company)	$14,533
Vehicle (Rental)	$0
Air Travel (Commercial)	$0
Air Travel (Charter)	$0
Meals	$300
Lodging	$450
Survey Supplies	$1,000
Survey Equipment	$3,600
Printing	$450
Full Size ALP Printing + Postage	$1,500
Total Expenses	**$21,833**
Professional Charges	$80,000

Total MU Labor	*$813,853*
Total Direct Expenses	*$21,833*
Total Fixed Fee	*$125,352*
Total MU Labor & Expenses & Fixed Fee	*$961,038*
Professional Expenses	*$80,000*
Total Cost Plus Fixed Fee for Construction Phase	***$1,041,038***

IN WITNESS WHEREOF, the parties hereto have made and executed the Amendment No. 13 on _____.

CONSULTANT

Morrison-Maierle, Inc.

BY: Jill A. Cook

DATE: 6/9/2022

OWNER

City of Billings

BY: _____
William A. Cole, Mayor

DATE: _____

ATTEST:

BY: _____
City Clerk

APPROVED AS TO FORM:

BY: _____
City Attorney

Summary of Agreements for the Terminal Expansion Project				
Description		**Labor & Expenses**	**Fixed Fee**	**Total**
Amendment No. 1	Terminal Expansion - Preliminary Design SME/Civil			
PHASE I - DESIGN	TABLE 1a	*$619,326*	*$0*	$619,326
PHASE II - CONSTRUCTION	TABLE 2a	*$0*	*$0*	$0
TOTAL Amendment No. 1		***$619,326***	***$0***	***$619,326***
Amendment No. 2	Terminal Expansion - Preliminary Design Architectural			
PHASE I - DESIGN	TABLE 1a	*$611,127*	*$0*	$611,127
PHASE II - CONSTRUCTION	TABLE 2a	*$0*	*$0*	$0
TOTAL Amendment No. 2		***$611,127***	***$0***	***$611,127***
Amendment No. 3	Terminal Expansion Design - Engineering and Architectural Design			
PHASE I - DESIGN	TABLE 1a	*$4,295,590*	*$0*	$4,295,590
PHASE II - CONSTRUCTION	TABLE 2a	*$0*	*$0*	$0
TOTAL Amendment No. 3		***$4,295,590***	***$0***	***$4,295,590***
Amendment No. 4	Terminal Expansion Phase 1 Construction - CA			
PHASE I - DESIGN	TABLE 1a	*$0*	*$0*	$0
PHASE II - CONSTRUCTION	TABLE 2a	*$200,334*	*$23,211*	$223,545
TOTAL Amendment No. 4		***$200,334***	***$23,211***	***$223,545***
Amendment No. 5	Terminal Expansion - Security Design, RFP, and CA			
PHASE I - DESIGN	TABLE 1a	*$70,000*	*$0*	$70,000
PHASE II - CONSTRUCTION	TABLE 2a	*$21,739*	*$3,261*	$25,000
TOTAL Amendment No. 5		***$91,739***	***$3,261***	***$95,000***
Amendment No. 6	Terminal Expansion - Phase 2 Construction - CA			
PHASE I - DESIGN	TABLE 1a	*$0*	*$0*	$0
PHASE II - CONSTRUCTION	TABLE 2a	*$1,584,023*	*$123,713*	$1,707,736
TOTAL Amendment No. 6		***$1,584,023***	***$123,713***	***$1,707,736***
Amendment No. 7	Passenger Boarding Bridges (8 Bridges) Design, RFP and Bidding			
PHASE I - DESIGN	TABLE 1a	*$31,760*	*$0*	$31,760
PHASE II - CONSTRUCTION	TABLE 2a	*$0*	*$0*	$0
TOTAL Amendment No. 7		***$31,760***	***$0***	***$31,760***
Amendment No. 8	Passenger Boarding Bridges (8 Bridges) CA and Observation			
PHASE I - DESIGN	TABLE 1a	*$0*	*$0*	$0
PHASE II - CONSTRUCTION	TABLE 2a	*$19,261*	*$2,889*	$22,150
TOTAL Amendment No. 8		***$19,261***	***$2,889***	***$22,150***

Summary of Agreements for the Terminal Expansion Project					
Description			**Labor & Expenses**	**Fixed Fee**	**Total**
Amendment No. 9	Kitchen Schematic Design				
PHASE I - DESIGN		TABLE 1a	*$18,775*	*$0*	$18,775
PHASE II - CONSTRUCTION		TABLE 2a	*$0*	*$0*	$0
TOTAL	**Amendment No. 9**		***$18,775***	***$0***	***$18,775***
Amendment No. 10	TSA Relocation RFP & CA				
PHASE I - DESIGN		TABLE 1a	*$11,596*	*$0*	$11,596
PHASE II - CONSTRUCTION		TABLE 2a	*$4,435*	*$665*	$5,100
TOTAL	**Amendment No. 10**		***$16,031***	***$665***	***$16,696***
Amendment No. 11	Terminal Hold room Furniture RFP				
PHASE I - DESIGN		TABLE 1a	*$10,956*	*$0*	$10,956
PHASE II - CONSTRUCTION		TABLE 2a	*$0*	*$0*	$0
TOTAL	**Amendment No. 11**		***$10,956***	***$0***	***$10,956***
Amendment No. 12	Wi-Fi RFP				
PHASE I - DESIGN		TABLE 1a	*$18,824*	*$0*	$18,824
PHASE II - CONSTRUCTION		TABLE 2a	*$0*	*$0*	$0
TOTAL	**Amendment No. 12**		***$18,824***	***$0***	***$18,824***
Amendment No. 13	Terminal Expansion - Phase 3-5 Construction - CA				
PHASE I - DESIGN		TABLE 1a	*$0*	*$0*	$0
PHASE II - CONSTRUCTION		TABLE 2a	*$915,686*	*$125,352*	$1,041,038
TOTAL	**Amendment No. 13**		***$915,686***	***$125,352***	***$1,041,038***

City Council Regular

Date:	07/11/2022
Title:	Purchase of Playground Equipment for Comanche Park
Presented by:	Mike Whitaker, Parks, Recreation & Public Lands Director
Department:	Parks/Rec/Public Lands
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends Council approve the purchase of playground equipment for Comanche Park in the amount of $103,969.70.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The playground equipment at Comanche Park has reached the end of its useful life and needs to be replaced. On December 20, 2021, Council approved an allocation of up to $1 million in Community Development Block Grant (CDBG) funding and CDBG-Coronavirus (CDBG-CV) funding to the Parks and Recreation Department for various projects in city parks. One such project is to replace the playground equipment at Comanche Park. The cost for this project is $240,000.00. Purchase of the playground equipment will be $103,969.70. The remaining funds will be used for site work including an ADA-accessible route to the playground and equipment installation. Staff is seeking authority to purchase the playground equipment.

Staff intends to use the State of Montana Cooperative Purchasing Program to purchase the equipment. The Cooperative Purchasing Program negotiates a discounted price with vendors, enabling municipalities to purchase items directly from approved vendors in lieu of the traditional bidding process.

In selecting the playground equipment the department engaged the community and increased public input through a voting contest that allowed community members to view a series of playground design layouts and cast a vote for the one they liked best. Staff selected and developed two playground layouts for Comanche Park. The voting contest allowed citizens to participate directly in the playground selection process and shape the final playground design. Links for citizens to vote were located on the department's Facebook page. We received over 1,000 votes and the winning layout will be the equipment that will be ordered, see Attachment A. This vendor represents manufacturers of play equipment that meets all industry and federal standards.

ALTERNATIVES

City Council may:

- Approve the purchase of playground equipment for Comanche Park; or,
- Not Approve the purchase and provide staff with additional guidance.

FISCAL EFFECTS

Since this project is to replace existing playground equipment, there will be no additional fiscal effects to the City.

Attachments

Attachment A Playground Equipment Layout

Comanche Park Playground (Option 3)

IHD_354_21CR2

Sales Representative

Northwest Playground Equipment, Inc.
We Work So Others Can Play
P.O. Box 2410 Issaquah, WA 98027
Toll Free: 1.800.726.0031
www.nwplayground.com
sales@nwplayground.com

Equipment Manufacturer

PLAYWORLD
The world needs play.

Comanche Park Playground (Option 3)

IHD_354_21CR2

Sales Representative

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Equipment Manufacturer

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Comanche Park Playground (Option 3)

IHD_354_21CR2

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www.nwplayground.com
sales@nwplayground.com

Equipment Manufacturer

PLAYWORLD
The world needs play.

City Council Regular

Date:	07/11/2022
Title:	New Pre-manufactured Restroom at North Park
Presented by:	Mike Whitaker, Parks, Recreation & Public Lands Director
Department:	Parks/Rec/Public Lands
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends Council approves the purchase of a pre-manufactured restroom for North Park from LB Foster for $209,410.00.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

On December 20, 2021, Council approved allocation of up to $1 million in Community Development Block Grant (CDBG) funding and CDBG-Coronavirus (CDBG-CV) funding to the Parks and Recreation Department for various projects in city parks. One such project is to replace the existing aging restroom structure at North Park with a new pre-manufactured concrete facility. The total budget for this project is $264,720.00. Purchase of the restroom will be $209,410.00 from CXT Products (E.B. Foster). The remaining funds will be used for engineering, site work including preparing a building pad, utilities and an ADA accessible route to the restroom. Staff is seeking authority to purchase the restroom structure.

ALTERNATIVES

City Council may:

- Approve the purchase of a pre-manufactured restroom facility ; or,
- Not Approve and provide staff with additional guidance.

FISCAL EFFECTS

Since this is a project to replace an existing restroom, there will be no additional fiscal effects to the City.

City Council Regular

Date:	07/11/2022
Title:	Memorandums of Understanding for Career Center and Billings Central High, High School and Middle School Resource Officers (SROs)
Presented by:	Rich St. John, Police Chief
Department:	Police
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff Recommends that the City Council approve the SRO Program Memorandum of Understanding with Billings Public Schools and Billings Catholic Schools.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The City of Billings, Billings Public Schools, and more recently, Billings Catholic Schools, have enjoyed a 27-year history with the School Resource Officer (SRO) program. The attached Memorandum of Understanding's (MOU's) make provisions for program objectives, guidelines, financial consideration and for terminating the agreements. The MOUs are for the period of July 1, 2022 to June 30, 2023. The SRO Program is a collaborative effort by certified law enforcement officers, educators, students, parents, and the community, to offer a liaison program in the schools to reduce crime, drug abuse, violence, and provide a safe school environment. The program also provides networking, public relations, and relationship building among the City, Police Department, the School District, and community. The City Council is being asked to approve two separate MOUs. One combined Billings Catholic Schools (BCS) and Billings School District 2 (BSD2) for a shared (1) SRO, and the second with BSD2 for seven (7) SRO's. The total amount would be $383,991.

ALTERNATIVES

City Council may:

- Approve the MOUs for the SRO Program; or,
- Not Approve the MOUs for the SRO Program. If not approved, City would have to absorb $383,991 currently paid by PSD2 and BCS and/or modify or eliminate the program.

FISCAL EFFECTS

The approximate total cost for the SRO positions is $678,536. Billings Public Schools and Billings Catholic Schools will make a payment of $383,991 (57%) to help offset salary and benefit costs for the eight officers.

Attachments

Elementary, Middle & High Schools
Career Center and Catholic Schools

MEMORANDUM OF UNDERSTANDING

SCHOOL RESOURCE OFFICER PROGRAM

ELEMENTARY SCHOOLS, MIDDLE SCHOOLS & HIGH SCHOOLS

CITY OF BILLINGS POLICE DEPARTMENT
BILLINGS PUBLIC SCHOOLS

This Memorandum of Understanding (MOU) is made this _____ day of _____, 2022, by and between the Billings Public Schools and the City of Billings Police Department. We do hereby agree that it is mutually beneficial to all parties for Billings Police Officers to be assigned as School Resource Officers ("SROs") to elementary schools, middle schools and high schools within the City of Billings. **The Billings Police Department recognizes and supports the need for safe schools and a safe learning environment for our youth.**

The parties recognize that the School Resource Officer Program has enjoyed a Twenty-seven (27) year history within the City of Billings beginning with a limited pilot project at Billings West High School implemented by the West End Community Oriented Policing team, and has enjoyed an excellent relationship with the schools. The purpose of this document is to facilitate a clear understanding of each party's roles, duties, and responsibilities. This MOU is intended to provide clarification of expectations, to minimize confusion, and to provide for consistency between officers, school administration, and city officials. The parties recognize that this MOU must be a living document to allow for program evolution and provide for variances, needs, and future changes.

MISSION STATEMENT - BILLINGS POLICE DEPARTMENT

The Billings Police Department is committed to improving the quality of life through a customer service, problem solving partnership with the community.

MISSION STATEMENT – BILLINGS PUBLIC SCHOOLS

Billings Public Schools Community strives to inspire, educate and empower students to be responsible and innovative global citizens who achieve their full potential.

MISSION STATEMENT - SCHOOL RESOURCE OFFICER PROGRAM

Through education and enforcement and by cooperative efforts with the school staff, the students, the parents, the courts, the surrounding neighborhood, and the community's social service organizations, the SRO program strives to assist the schools with providing a safe school and neighborhood environment, and strives to hold juveniles responsible for their actions and prevent individual problems from developing into patterns of delinquency.

PROGRAM OBJECTIVES

1. Friendly contact between the Police Department and the City's youth. Provide students, faculty and staff, and families the opportunity to meet and interact with a police officer in a non-confrontational setting. Many people, especially our young people, do not often get the chance to learn about who the officers are "behind the badge". This program provides the opportunity for the officer to serve as a role model as well as a resource and a mentor to students.

2. Assistance and information-sharing concerning problems and issues affecting the schools and students.

3. Education of children regarding personal rights and responsibilities, the role of laws, courts, and police in society, and other law-enforcement related topics. However, SROs shall not give legal advice to students, families, or school employees.

4. Protection from and education of children regarding alcohol and drugs, gangs, molestation, involvement with older law violators, and other harmful influences.

5. Investigation of cases involving juveniles and use of effective alternatives to court whenever possible.

6. Prevention of crime or delinquent behavior by juveniles within the School Resource Officers' areas of assignment. Increase in safety and security of the school's students, faculty, staff, and visitors.

7. Effective problem solving and liaison with neighborhoods surrounding the schools, which are affected negatively when there is poor student conduct.

SUMMARY OF SRO RESPONSIBILITIES

SROs are employees of the City of Billings Police Department and are subject to the administration, supervision, and control of the City. SROs are police officers assigned as Uniform Patrol Officers of the Operations Division of the Billings Police Department and are subject to the chain of command of the police department. SROs are not employees or agents of the School District, and no employee or agent of the School District shall be deemed an employee or agent of the City. SROs are police officers and not school teachers, school administrators, school counselors, school officials, or other school employee.

The SROs' primary responsibility is to maintain law and order in the schools and to insure that the students and faculty have a safe, secure, and drug free educational environment. As such, the SROs investigate criminal cases involving youth, maintain order through the enforcement of local, state and federal laws, recover stolen property, bring perpetrators to justice, and support school administration in enforcing the conduct policies of the Billings Public Schools. As law enforcement officers, SROs must comply

with the federal and state constitutions, laws, and City policies and procedures. The School District cannot be held liable or responsible for the SRO's failure to comply with these obligations.

The SRO will be responsible for carrying out his/her duties at the assigned schools.

- SRO are "non-exempt" employees covered by the federal Fair Labor Standards Act and the Montana Wage and Hour laws. Wages, benefits, and other terms and conditions of employment comply with those laws, the City employment contract, and the current collective bargaining agreements between the Montana Public Employees Association-Billings Police Unit and the City.

- SRO are governed by the rules, policies, shifts, schedules, procedures and practices of the Billings Police Department and the City of Billings, under the supervision of an assigned Sergeant.

- SRO are encouraged to be a part of student groups and school staff when requested, and to work as a team with school administration for the betterment of students and the school and neighborhood environment as a whole.

- SROs are encouraged to work extra curricular activities as requested by the school administrator. It is recognized by all parties that these assignments provide further opportunities for crime prevention and crime detection. The SRO will not be used as a replacement security officer for off-duty/special duty assignments. If security is needed at special events, the School District is encouraged to employ its own security personnel or contract with a private security provider. All work outside of school hours shall be approved by the assigned Police Department Supervisor in advance and will be consistent with the federal and state wage and hour laws and the collective bargaining agreement. The cost of any overtime will be the responsibility of the City of Billings. The School District shall provide documentation to the City of Billings regarding any additional hours, if requested.

- SROs are expected to keep the school principal or his designee informed about law enforcement action which occurs on school property and/or which may involve a student unless the information cannot be released pursuant to the Montana Criminal Justice Information Act. The City and School District agree to cooperate with each other during their respective investigations.

- SROs are expected to attend all training, meetings, and appointments assigned by the Police Department. It is recognized that some of these will conflict with officer availability at the school during normal school hours. These conflicts will be minimized as much as possible, but the potential exists that such requirements will take precedence over school presence. The SROs shall strive to keep the school principal or designee informed about such absences as appropriate on a need to know basis.

- If the SRO is absent from work, the SRO shall notify the City of Billings in accordance with its usual protocols and the Principal of the school to which the SRO is assigned. If during the SRO absence an incident arises that requires police involvement, the School District shall notify the Police Department who shall provide an officer to respond to the incident.

- It is the intent of the parties that the SRO duty hours shall conform to the school day. Duty assignment in the summer months, when school is not in session, will be under the direction of the Police Operations Commander. SROs may also be required to work regular police duty assignments at other times when school is not in session, when so directed by the Police Operations Commander.

- The SROs shall coordinate closely with the school Principals on all matters and seek guidance, permission, and advice as to any actions or activities that are not law enforcement. The Principal has the primary responsibility for education and maintaining discipline at the school, and the SRO is there to assist the Principal as the Principal determines is necessary. In so doing, the SRO shall be the designee of the Principal in maintaining the safety of the physical plant of the school, which includes but is not limited to the building(s), ground(s), parking lot(s), locker(s) and other public school property. The Principal and SRO will develop a system of record-keeping by which the SRO logs and shares information that is relevant to school administration's management of the school.

- SROs will not be involved in ordinary school discipline, UNLESS it will prevent a disruption and/or situation that places someone at risk of imminent and serious harm. Disciplining students is a School District responsibility, and only when the Principal (or designee) and the SRO agree that SRO assistance is needed to maintain a safe and proper school environment will the Principal request such assistance and the SRO provide it. The SRO program is not intended to be a substitute for or relieve the school administrators of their responsibility for maintenance of discipline and good order in the schools.

- The School District shall provide training regarding school policies and procedures.

TRANSPORTING STUDENTS

SROs shall not transport students in Police Department vehicles except:

i. When the student is a victim of a crime, under arrest, or some other emergency circumstances exist; or

ii. When a student is suspended and/or sent home from school pursuant to school disciplinary actions, if the student's parent/guardian/caretaker has refused or is unable to pick up the child within a reasonable time period and the student is disruptive/disorderly

and his or her continued presence on campus is a threat to the safety and welfare of other students or school personnel. The student's parent/guardian/caretaker will be notified of this transportation prior to it occurring; or

iii. At the request of a parent/guardian/caregiver with approval of the principal, under exigent circumstances.

Prior to transporting any student, school administration and/or the SRO must determine that the student's parent/guardian/caregiver is at the destination to which the student is being transported. SROs shall not transport students in their personal vehicles.

SROs shall notify school administration prior to removing a student from campus.

ACCESS TO EDUCATION RECORDS

A. School administration shall allow SROs to inspect and copy any public records maintained by the school to the extent allowed by law and constitution. School administration and the SRO may share information and provide assistance to each other concerning problems and issues affecting the schools to the extent allowed by law and constitution.

B. If confidential information in a student's record is needed in an emergency to protect the health and safety of the student or other individuals, school administration may disclose to the SRO that information which is needed to respond to the emergency situation based on the seriousness of the threat to someone's health or safety, the need for the information to meet the emergency, and the extent to which time is of the essence. The SRO shall not disclose that information to anyone else except as allowed by law.

C. If the SRO requests confidential student records or information, but no emergency exists, the information may only be released to the SRO as allowed by law, constitution, and policy. Directory information, as defined by FERPA and policy, is not confidential and is available to the SROs.

INDEMNIFICATION

The School District shall provide, at its own expense, adequate liability insurance coverage. The School District shall defend, indemnify, and hold harmless the City and the SROs from any and all claims for loss or damage to property or injury or death to persons, including costs, expenses, and reasonable attorney's fees, arising from the negligent or wrongful acts or omissions of the School District, its trustees, employees, agents, or representatives.

The City of Billings shall provide, at its own expense, adequate liability insurance coverage. The City shall defend, indemnify, and hold harmless the School District, its trustees, agents, employees, representatives, and volunteers from any and all claims for loss or damage to property or injury or death to persons, arising from the negligent or

wrongful acts or omissions of the City, its Council Members, Mayor, employees (including the SROs), agents, or representatives.

SELECTION AND FINANCIAL CONSIDERATION

SROs will be selected by means of a joint selection committee, comprised of three (3) representatives from the School District who will be appointed by the Superintendent of Schools and three (3) representatives from the Billings Police Department who will be appointed by the Billings Chief of Police. The Selection Committee will make recommendations to the Chief of Police. While the Chief of Police will duly consider the Committee's recommendations, selection of each School Resource Officer is within the sole discretion of the Chief of Police. See attached Addendum which sets forth the number of officers and the sum paid by the School District to the City of Billings for the services provided by the officers. Payment shall be made no later than three days before the start of school.

The schools will provide a private office, office furnishings, telephone, a computer, and any other necessary office supplies to the SRO for his/her use in the school. The Police Department will provide to its SROs any required police equipment, including but not limited to radios and motorized and non-motorized vehicles.

PROGRAM ASSESSMENT

SROs, School Administration for the respective middle and/or high schools, and the assigned Police Supervisor will meet at the beginning of each school year to set the goals and objectives of the SRO for the respective school. An assessment mechanism will be developed jointly that will be used to determine the effectiveness of the SRO program. The School Resource Officer Program will be assessed annually, and the evaluation will be conducted jointly by the Billings Police Department and Billings Public Schools. Quarterly and year end meetings will be held to determine progress and to make adjustments as needed.

The following topics, at a minimum, will be used to evaluate the program:

- Success of established goals and objectives.
- An internal survey of high school administration, faculty and student council members, primarily concerning perceptions of safety and security.
- Traditional police-citizen contacts (warnings, citations, arrests, FIRs, etc.).
- Non-traditional police-citizen contacts (meetings attended, problem areas addressed, student or family interviews, etc.).
- Surrounding neighborhood feedback and reaction to police efforts to address issues concerning the schools and students.
- Accomplishment of tasks agreed upon as part of any work plan written in conjunction with the Principal.

In addition, each officer's effectiveness in the program will be evaluated at the end of each school term. School District administration, through the Superintendent or designee, will provide input into the evaluation, including information regarding and supporting any dissatisfaction. This input may include a recommendation to the Chief of Police that the officer not be assigned to that school the following year. The Chief of Police will seriously consider the evaluation and the input of the Superintendent when assigning an officer to a building, and will make a good faith effort to address any concerns raised. Ultimately, however, the final decision on which officer will be assigned as a school resource officer and where is within the sole discretion of the Police Chief.

EFFECTIVE DATE

This Memorandum of Understanding is effective July 1, 2022, and shall remain in effect through June 30, 2023, unless renewed by agreement of both parties or terminated as provided herein.

TERMINATION OF AGREEMENT

Either party may terminate this agreement upon sixty (60) days written notice to the other party. If this agreement is terminated by the School District, then the full balance of the amount paid will be retained by the City of Billings. If the agreement is terminated by the City of Billings, then the pro-rated balance of the amount paid will be refunded to the School District. The pro-rated balance will be based on the total number of school days for the 2022-2023 school year and the number of school days remaining after the date of termination of the agreement. All or part of the services may be terminated, with appropriate pro-ration. For example, if the City only terminates one SRO position in the middle schools, one-third of the amount paid for those services will be pro-rated and returned. Both parties will cooperate to complete any investigations and to participate in any court or disciplinary proceedings which extend beyond the termination of this agreement.

NOTICES

All requests, notices, payments, demands, authorizations, directions, consents, waivers or other documents required or permitted under this Agreement shall be in writing and shall be delivered in person to, or deposited postage prepaid and return receipt requested in the registered or certified mails of the United States, addressed to the City of Billings at:

Chief of Police, Billings Police Department, City of Billings,
P. O. Box 1554, Billings, MT 59103

or to Billings Public Schools at:

Superintendent, Billings Public Schools,

Lincoln Center, 415 North 30th Street
Billings, MT 59101

Notice is deemed given upon receipt.

MODIFICATION; ENTIRE AGREEMENT OF PARTIES EXPRESSED

This Memorandum of Understanding expresses the entire agreement of the parties. No modification of this Agreement shall be valid or binding unless the modification is in writing, dated, and signed by both parties.

Executed this ____ day of _____, 2022.

BILLINGS PUBLIC SCHOOLS

Attest:

_____ By:_____
Clerk of the District Greg Upham, Superintendent

CITY OF BILLINGS

Attest:

_____ By:_____
City Clerk William A. Cole, Mayor

Approved as to form and content:

_____
City Attorney

_____
Attorney for Billings Public Schools

ADDENDUM

FEE STRUCTURE FOR ELEMENTARY SCHOOLS, MIDDLE SCHOOLS AND HIGH SCHOOL RESOURCE OFFICER PROGRAM

Six Middle Schools - Three Officers	$140,212
Elementary School – One Officer	$84,817
High Schools – (Skyview, Senior, West) – Three officers	$74,145
TOTAL:	$299,174

MEMORANDUM OF UNDERSTANDING
SCHOOL RESOURCE OFFICER PROGRAM
CAREER CENTER AND BILLINGS CENTRAL HIGH

CITY OF BILLINGS POLICE DEPARTMENT
BILLINGS PUBLIC SCHOOLS
BILLINGS CATHOLIC SCHOOLS

This Memorandum of Understanding (MOU) is made this _____ day of _____, 2022, by and between the Billings Public Schools ("School District") and the City of Billings Police Department ("City" or "Billings Police Department"). We do hereby agree that it is mutually beneficial to all parties for Billings Police Officers to be assigned as School Resource Officers ("SROs") to middle schools and high schools within the City of Billings. **The Billings Police Department recognizes and supports the need for safe schools and a safe learning environment for our youth.**

The parties recognize that the School Resource Officer Program has enjoyed a Twenty-seven (27) year history within the City of Billings beginning with a limited pilot project at Billings West High School implemented by the West End Community Oriented Policing team, and has enjoyed an excellent relationship with the schools. The purpose of this document is to facilitate a clear understanding of each party's roles, duties, and responsibilities. This MOU is intended to provide clarification of expectations, to minimize confusion, and to provide for consistency between officers, school administration, and city officials. The parties recognize that this MOU must be a living document to allow for program evolution and provide for variances, needs, and future changes.

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MISSION STATEMENT – BILLINGS PUBLIC SCHOOLS

Billings Public Schools Community strives to inspire, educate and empower students to be responsible and innovative global citizens who achieve their full potential.

MISSION STATEMENT – BILLINGS CATHOLIC SCHOOLS

Billings Catholic Schools will provide and exceptional Catholic education emphasizing formation in faith, family spirit and academic excellence.

MISSION STATEMENT - SCHOOL RESOURCE OFFICER PROGRAM

Through education and enforcement and by cooperative efforts with the school staff, the students, the parents, the courts, the surrounding neighborhood, and the community's social service organizations, the SRO program strives to assist the schools with providing a safe school and neighborhood environment, and strives to hold juveniles responsible for their actions and prevent individual problems from developing into patterns of delinquency.

PROGRAM OBJECTIVES

1. Friendly contact between the Police Department and the City's youth. Provide students, faculty and staff, and families the opportunity to meet and interact with a police officer in a non-confrontational setting. Many people, especially our young people, do not often get the chance to learn about who the officers are "behind the badge". This program provides the opportunity for the officer to serve as a role model as well as a resource and a mentor to students.

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5. Investigation of cases involving juveniles and use of effective alternatives to court whenever possible.

6. Prevention of crime or delinquent behavior by juveniles within the School Resource Officers' areas of assignment. Increase in safety and security of the school's students, faculty, staff, and visitors.

7. Effective problem solving and liaison with neighborhoods surrounding the schools, which are affected negatively when there is poor student conduct.

SUMMARY OF SRO RESPONSIBILITIES

SROs are employees of the City of Billings Police Department and are subject to the administration, supervision, and control of the City. SROs are police officers assigned as Uniform Patrol Officers of the Operations Division of the Billings Police Department and are subject to the chain of command of the police department. SROs are not employees or agents of the School District, and no employee or agent of the School District shall be deemed an employee or agent of the City. SROs are police officers and not school teachers, school administrators, school counselors, school officials, or other school employee.

The SROs' primary responsibility is to maintain law and order in the schools and to insure that the students and faculty have a safe, secure, and drug free educational environment. As such, the SROs investigate criminal cases involving youth, maintain order through the enforcement of local, state and federal laws, recover stolen property, bring perpetrators to justice, and support school administration in enforcing the conduct policies of the Billings Public Schools. As law enforcement officers, SROs must comply

with the federal and state constitutions, laws, and City policies and procedures. The School District cannot be held liable or responsible for the SRO's failure to comply with these obligations.

The SRO will be responsible for carrying out his/her duties at the assigned schools.

- SRO are "non-exempt" employees covered by the federal Fair Labor Standards Act and the Montana Wage and Hour laws. Wages, benefits, and other terms and conditions of employment comply with those laws, the City employment contract, and the current collective bargaining agreements between the Montana Public Employees Association-Billings Police Unit and the City.

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- SROs are encouraged to work extra curricular activities as requested by the school administrator. It is recognized by all parties that these assignments provide further opportunities for crime prevention and crime detection. The SRO will not be used as a replacement security officer for off-duty/special duty assignments. If security is needed at special events, the School District is encouraged to employ its own security personnel or contract with a private security provider. All work outside of school hours shall be approved by the assigned Police Department Supervisor in advance and will be consistent with the federal and state wage and hour laws and the collective bargaining agreement. The cost of any overtime will be the responsibility of the City of Billings. The School District shall provide documentation to the City of Billings regarding any additional hours, if requested.

- SROs are expected to keep the school principal or his designee informed about law enforcement action which occurs on school property and/or which may involve a student unless the information cannot be released pursuant to the Montana Criminal Justice Information Act. The City and School District agree to cooperate with each other during their respective investigations.

- SROs are expected to attend all training, meetings, and appointments assigned by the Police Department. It is recognized that some of these will conflict with officer availability at the school during normal school hours. These conflicts will be minimized as much as possible, but the potential exists that such requirements will take precedence over school presence. The SROs shall strive to keep the school principal or designee informed about such absences as appropriate on a need to know basis.

- If the SRO is absent from work, the SRO shall notify the City of Billings in accordance with its usual protocols and the Principal of the school to which the SRO is assigned. If during the SRO absence an incident arises that requires police involvement, the School District shall notify the Police Department who shall provide an officer to respond to the incident.

- It is the intent of the parties that the SRO duty hours shall conform to the school day. Duty assignment in the summer months, when school is not in session, will be under the direction of the Police Operations Commander. SROs may also be required to work regular police duty assignments at other times when school is not in session, when so directed by the Police Operations Commander.

- The SROs shall coordinate closely with the school Principals on all matters and seek guidance, permission, and advice as to any actions or activities that are not law enforcement. The Principal has the primary responsibility for education and maintaining discipline at the school, and the SRO is there to assist the Principal as the Principal determines is necessary. In so doing, the SRO shall be the designee of the Principal in maintaining the safety of the physical plant of the school, which includes but is not limited to the building(s), ground(s), parking lot(s), locker(s) and other public school property. The Principal and SRO will develop a system of record-keeping by which the SRO logs and shares information that is relevant to school administration's management of the school.

- SROs will not be involved in ordinary school discipline, UNLESS it will prevent a disruption and/or situation that places someone at risk of imminent and serious harm. Disciplining students is a School District responsibility, and only when the Principal (or designee) and the SRO agree that SRO assistance is needed to maintain a safe and proper school environment will the Principal request such assistance and the SRO provide it. The SRO program is not intended to be a substitute for or relieve the school administrators of their responsibility for maintenance of discipline and good order in the schools.

- The School District shall provide training regarding school policies and procedures.

TRANSPORTING STUDENTS

SROs shall not transport students in Police Department vehicles except:

i. When the student is a victim of a crime, under arrest, or some other emergency circumstances exist; or

ii. When a student is suspended and/or sent home from school pursuant to school disciplinary actions, if the student's parent/guardian/caretaker has refused or is unable to

pick up the child within a reasonable time period and the student is disruptive/disorderly and his or her continued presence on campus is a threat to the safety and welfare of other students or school personnel. The student's parent/guardian/caretaker will be notified of this transportation prior to it occurring; or

iii. At the request of a parent/guardian/caregiver with approval of the principal, under exigent circumstances.

Prior to transporting any student, school administration and/or the SRO must determine that the student's parent/guardian/caregiver is at the destination to which the student is being transported. SROs shall not transport students in their personal vehicles.

SROs shall notify school administration prior to removing a student from campus.

ACCESS TO EDUCATION RECORDS

A. School administration shall allow SROs to inspect and copy any public records maintained by the school to the extent allowed by law and constitution. School administration and the SRO may share information and provide assistance to each other concerning problems and issues affecting the schools to the extent allowed by law and constitution.

B. If confidential information in a student's record is needed in an emergency to protect the health and safety of the student or other individuals, school administration may disclose to the SRO that information which is needed to respond to the emergency situation based on the seriousness of the threat to someone's health or safety, the need for the information to meet the emergency, and the extent to which time is of the essence. The SRO shall not disclose that information to anyone else except as allowed by law.

C. If the SRO requests confidential student records or information, but no emergency exists, the information may only be released to the SRO as allowed by law, constitution, and policy. Directory information, as defined by FERPA and policy, is not confidential and is available to the SROs.

INDEMNIFICATION

The School District shall provide, at its own expense, adequate liability insurance coverage. The School District shall defend, indemnify, and hold harmless the City and the SROs from any and all claims for loss or damage to property or injury or death to persons, including costs, expenses, and reasonable attorney's fees, arising from the negligent or wrongful acts or omissions of the School District, its trustees, employees, agents, or representatives.

The City of Billings shall provide, at its own expense, adequate liability insurance coverage. The City shall defend, indemnify, and hold harmless the School District, its trustees, agents, employees, representatives, and volunteers from any and all claims for

loss or damage to property or injury or death to persons, arising from the negligent or wrongful acts or omissions of the City, its Council Members, Mayor, employees (including the SROs), agents, or representatives.

SELECTION AND FINANCIAL CONSIDERATION

One (1) officer will be selected by means of a joint selection committee, comprised of three (3) representatives from the School District who will be appointed by the Superintendent of Schools and the President of the Billings Catholic Schools, and three (3) representatives from the Billings Police Department who will be appointed by the Billings Chief of Police. The Selection Committee will make recommendations to the Chief of Police. While the Chief of Police will duly consider the Committee's recommendations, selection of each School Resource Officer is within the sole discretion of the Chief of Police. In return for services provided by the officer, the School District will pay to the City of Billings the sum of eighty-four thousand eight hundred seventeen dollars ($84,817) to cover the salary and benefits for an entry level officer for 12 months. Payment shall be made no later than three days before the start of school.

Both schools will provide a private office, office furnishings, telephone, a computer, and any other necessary office supplies to the SRO for his/her use in the school. The School District (Career Center) will also provide reimbursement for any required police equipment, including radios and a motorized vehicle to the SRO needed for completion of duties. The Police Department will provide to its SROs any required police equipment, including but not limited to radios and motorized and non-motorized vehicles.

PARTNERSHIP WITH BILLINGS CATHOLIC SCHOOLS

The parties agree that twenty (20) percent of the Career Center SRO time will be used to provide services to Billings Catholic Schools. The parties further agree that BCS will reimburse the School District for twenty (20) percent of all costs incurred under this agreement. Reimbursement will be made by BCS to the School District within thirty (30) days of the date of the School District's payment. The School District is responsible for assessing BCS for its share of the SRO and related costs under this agreement.

PROGRAM ASSESSMENT

SROs, School Administration for the respective middle and/or high schools, and the assigned Police Supervisor will meet at the beginning of each school year to set the goals and objectives of the SRO for the respective school. An assessment mechanism will be developed jointly that will be used to determine the effectiveness of the SRO program. The School Resource Officer Program will be assessed annually, and the evaluation will be conducted jointly by the Billings Police Department and Billings Public Schools. Quarterly and year end meetings will be held to determine progress and to make adjustments as needed.

The following topics, at a minimum, will be used to evaluate the program:

- ♦ Success of established goals and objectives.
- ♦ An internal survey of high school administration, faculty and student council members, primarily concerning perceptions of safety and security.
- ♦ Traditional police-citizen contacts (warnings, citations, arrests, FIRs, etc.).
- ♦ Non-traditional police-citizen contacts (meetings attended, problem areas addressed, student or family interviews, etc.).
- ♦ Surrounding neighborhood feedback and reaction to police efforts to address issues concerning the schools and students.
- ♦ Accomplishment of tasks agreed upon as part of any work plan written in conjunction with the Principal.

In addition, each officer's effectiveness in the program will be evaluated at the end of each school term. School District administration, through the Superintendent or designee, will provide input into the evaluation, including information regarding and supporting any dissatisfaction. This input may include a recommendation to the Chief of Police that the officer not be assigned to that school the following year. The Chief of Police will seriously consider the evaluation and the input of the Superintendent when assigning an officer to a building, and will make a good faith effort to address any concerns raised. Ultimately, however, the final decision on which officer will be assigned as a school resource officer and where is within the sole discretion of the Police Chief.

EFFECTIVE DATE

This Memorandum of Understanding is effective July 1, 2022 and shall remain in effect through June 30, 2023, unless renewed by agreement of both parties or terminated as provided herein.

TERMINATION OF AGREEMENT

Either party may terminate this agreement upon sixty (60) days written notice to the other party. If this agreement is terminated by the School District, then the full balance of the amount paid will be retained by the City of Billings. If the agreement is terminated by the City of Billings, then the pro-rated balance of the amount paid will be refunded to the School District who will reimburse Billings Catholic Schools with its portion. The pro-rated balance will be based on the total number of school days for the 2022-2023 school year and the number of school days remaining after the date of termination of the agreement. Both parties will cooperate to complete any investigations and to participate in any court or disciplinary proceedings which extend beyond the termination of this agreement.

NOTICES

All requests, notices, payments, demands, authorizations, directions, consents, waivers or other documents required or permitted under this Agreement shall be in writing and shall

be delivered in person to, or deposited postage prepaid and return receipt requested in the registered or certified mails of the United States, addressed to the City of Billings at:

Chief of Police, Billings Police Department, City of Billings,
P. O. Box 1554, Billings, MT 59103

or to Billings Public Schools at:

Superintendent, Billings Public Schools,
Lincoln Center, 415 North 30th Street
Billings, MT 59101

Or to Billings Catholic Schools at:
President
Billings Catholic Schools
P.O. Box 31158
Billings, MT 59107

Notice is deemed given upon receipt.

MODIFICATION; ENTIRE AGREEMENT OF PARTIES EXPRESSED

This Memorandum of Understanding expresses the entire agreement of the parties. No modification of this Agreement shall be valid or binding unless the modification is in writing, dated, and signed by both parties.

Executed this ____ day of _____, 2022.

BILLINGS PUBLIC SCHOOLS

Attest:

_____
Clerk of the District

By:_____
Greg Upham, Superintendent

CITY OF BILLINGS

Attest:

_____
City Clerk

By:_____
William A. Cole, Mayor

BILLINGS CATHOLIC SCHOOLS
Approved:

_____
Shaun Harrington, President

Approved as to form and content:

_____
City Attorney

_____
Attorney for Billings Public Schools

ADDENDUM

FEE STRUCTURE FOR CAREER CENTER AND BILLINGS CENTRAL HIGH SCHOOL RESOURCE OFFICER PROGRAM

One officer for the Career Center/Catholic Schools	$84,817

City Council Regular

Date:	07/11/2022
Title:	Memorandum of Understanding (MOU) between the City of Billings and the Downtown Billings Business Improvement District, Inc.
Presented by:	Rich St. John, Police Chief
Department:	Police
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff recommends that City Council approve the Memorandum of Understanding (MOU) between the City of Billings and the Downtown Billings Business Improvement District, Inc.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

In an effort to work closely with the City of Billings and downtown businesses to reduce crime and improve the safety of employees, clientele, residents and visitors, the Billings Business Improvement District (BID) will fund three uniformed patrol officers to work as downtown resource officers. Officers will be stationed at the offices of the BID and perform the services of Dedicated Center Beat Officer (DCBO). DCBO officers will be provided on a full time basis to the BID. Designated officers, when available, will be primary officers dispatched to calls in the center beat area. DCBO officers are not designed to replace existing normal downtown patrol officers, but to only enhance what is already being provided by the Billings Police Department. The Center Beat is the primary area of responsibility, but, it is understood that the DCBO will be dispatched to calls outside the Center Beat in emergency situations.

ALTERNATIVES

City Council may:

- Approve the MOU's between the City of Billings and the Downtown Billings Business Improvement District; or,
- Not Approve the MOU's between the City of Billings and the Downtown Billings Business Improvement District and absorb the cost of three entry level officers in the amount of $84,817 and/or modify or eliminate the program.

FISCAL EFFECTS

The cost of an entry level officer salary and benefits is $84,817. The BID will be invoiced quarterly for three officers making the annual total $254,451.

Attachments

MOU

MEMORANDUM OF UNDERSTANDING

BY AND BETWEEN

THE CITY OF BILLINGS POLICE DEPARTMENT
AND
DOWNTOWN BILLINGS BUSINESS IMPROVEMENT DISTRICT, INC.

This agreement is to cover the period from July 1, 2022, to June 30, 2025, by and between the City of Billings, hereinafter referred to as "City" and the Downtown Billings Business Improvement District, a Montana Not-for-Profit Corporation, hereinafter referred to at "BID."

In receipt of the mutual covenants and agreements herein contained, the parties agree as follows:

1. The City shall provide its personnel and other resources in a Downtown resource officer policing role to reside at the offices of the BID and perform the service of Dedicated Center Beat Officer (DCBO). This DCBO shall be provided on a full time basis, minus training, vacation, sick time, and overtime, to the BID. The designated officer will, when he or she is available on the beat, be responsible to be the primary officer, along with regularly assigned Billings Police Officers on beat duty, on any dispatch calls in the designated Center Beat. Although the Center Beat is the primary area of responsibility, it is understood that the DCBO will be dispatched to calls outside of the Center Beat in emergency situations.

2. The City agrees to abide fully with Montana Code 7-12-1142 – "Governing body not to decrease public services" by continuing to maintain the established and ordinary level of policing and funding allocations to the Police Department in the downtown Billings patrol area.

3. The BID shall pay the City the DCBO's salary that shall include the officer's salary and fringe benefits at the annual established rate. This payment shall be made quarterly starting on or before the start of the fiscal year.

4. The City will have available the necessary equipment for the DCBO to conduct his or her job. The BID agrees to pay the City a one-time fee not exceed $54,000 to assist in equipment purchases for this DCBO.

5. The City agrees that the patrol car assigned to this DCBO be designated to this DCBO and be identified in a decal on the car as "Downtown Patrol"

6. Indemnification – The City assumes full responsibility for the DCBO's performance. The City shall indemnify the BID against, and hold the BID harmless from any liability costs, damages, claims or causes of action which may arise as a result of performance by the City of its responsibilities under the terms

of this agreement; provided, however, the City, its officers and employees shall not assume any liability for acts of the BID or any of its officers, employees or agents.

7. The City agrees that the basic patrol area, center beat or "resource footprint" shall be identified in Exhibit A, hereto attached, and that patrol area may be modified from time to time by mutual consent of the City and the BID.

8. This agreement shall cover the period from July 1, 2022, until June 30, 2025.

In Witness whereof, the parties hereto have caused this agreement to be executed the day and year fires herein above written.

CITY OF BILLINGS, MONTANA "CITY"	DOWNTOWN BILLINGS BUSINESS IMPROVEMENT DISTRICT, INC., "BID"
_____	_____
Chris Kukulski, City Administrator	Katy Easton, President

Attest:

_____
Denise Bohlman, City Clerk

APPROVED AS TO FORM:

_____

Gina Dahl, City Attorney

EXHIBIT A – CENTER BEAT

City Council Regular

Date:	07/11/2022
Title:	Naming Rights for Baseball field at Poly Vista Park
Presented by:	Mark Jarvis
Department:	Parks/Rec/Public Lands
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff Recommends Council approve the resolution naming the Southeast portion of Poly Vista Park "Landon's Park at Poly Vista" and within that area, naming the Miracle League Field at Poly Vista Park, "Landon's Miracle Field"

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The first phase development of Poly Vista Park is nearly complete. Included in these improvements is a Miracle League baseball field. The Miracle League is a national organization dedicated to removing barriers that keep children with mental and physical disabilities off the baseball field and lets them experience the joy of America's favorite pastime providing a totally accessible baseball venue. The Landon's Legacy Foundation partnered with the City of Billings Parks and Recreation Department to construct this first phase of the Poly Vista Park Improvements which at its center is a Miracle League Baseball Field. The Landon's Legacy Foundation is requesting to re-name the Southeast portion of Poly Vista Park where the Miracle League Baseball Field is located, "Landon's Park at Poly Vista". Also, the Foundation is requesting that the field itself be named "Landon's Miracle Field". See Attachment A. This proposal was brought before the Parks, Recreation and Cemetery Board at their June 8, 2022 meeting and the Board unanimously voted to recommend the naming of these two areas of the park.

ALTERNATIVES

City Council may:

- Approve the resolution naming the Southeast portion of Poly Vista Park "Landon's Park at Poly Vista" and within that area naming the Miracle League Field at Poly Vista Park, "Landon's Miracle Field"; or,
- Not Approve the resolution and provide staff with additional guidance.

FISCAL EFFECTS

There will be little to no fiscal effects with this action.

Attachments

Attachment A Naming Rights Poly Vista Park

RESOLUTION 22-

A RESOLUTION BY THE BILLINGS MONTANA CITY COUNCIL APPROVING THE NAMING OF THE SOUTHEAST PORTION OF POLY VISTA PARK AS LANDON'S PARK AT POLY VISTA AND NAMING THE NEWLY CONSTRUCTED MIRACLE LEAGUE BALL FIELD AS LANDON'S MIRACLE FIELD.

WHEREAS, the Parks, Recreation and Cemetery Board reviewed the naming request from the Landon's Legacy Foundation and recommends that the Southeast portion of Poly Vista Park be named Landon's Park at Poly Vista and that the newly constructed Miracle League Ball Field within that area be named Landon's Miracle Field, Attachment A; and

WHEREAS, the naming of the Southeast portion of Poly Vista Park and the naming of the newly constructed Miracle League Ball Field meets all the criteria in the City's Parks and Facilities Naming Policy; and

WHEREAS, the Landon's Legacy Foundation believes it would be appropriate to honor Landon Smith and his love of baseball.

NOW, THEREFORE BE IT RESOLVED BY THE BILLINGS CITY COUNCIL THAT the Southeast portion of Poly Vista Park be named Landon's Park at Poly Vista and that the newly constructed Miracle League Ball Field within that area be named Landon's Miracle Field.

ADOPTED and APPROVED by the City Council on the 11th day of July, 2022.

CITY OF BILLINGS:

BY: _____
William A. Cole, MAYOR

ATTEST:

BY: _____
Denise R. Bohlman CITY CLERK

POLY VISTA PARK

Key

Landon's Park at Poly Vista

Landon's Miracle Field

City Council Regular

Date:	07/11/2022
Title:	Miracle League Field Grand Opening Donation
Presented by:	Mark Jarvis
Department:	Parks/Rec/Public Lands
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends Council accepts these donations for a total amount of $6,000.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The Billings Parks and Recreation Department would like to recognize the following generous sponsors who have donated towards the Landon's Miracle Field Grand Opening.

After years of planning, collaboration, and fundraising, the Landon's Legacy Foundation and Billings Parks and Recreation are proud to announce the Grand Opening of Landon's Miracle Field at Poly Vista Park, Billings' first Miracle League Baseball Field! This special needs baseball field is built with a custom-designed rubberized turf field that accommodates wheelchairs and other adaptive equipment. This phase of development has also provided important park improvements, laying the groundwork for future fully accessible park features. Most notably, it has created the opportunity to provide programming to serve children and adults who suffer from physical or mental disabilities which excludes them from other baseball leagues.

The Grand Opening will take place on Wednesday, August 17th at 5:00 pm. This event would not have been possible without the support of the following community sponsors:

Grand Slam Sponsor ($5,000):
- Bob Smith Motors

Triple Sponsor ($1,000):
- Visit Billings

ALTERNATIVES

City Council may:

- Approve the donations; or,
- Not Approve the donation and provide staff with additional guidance.

FISCAL EFFECTS

There will be no additional fiscal impacts to the City.

City Council Regular

Date:	07/11/2022
Title:	Acceptance of Stormwater and Sanitary Sewer Easements from Canal Vista LLC
Presented by:	Debi Meling
Department:	Public Works
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff recommends that City Council accept the stormwater and sanitary sewer easements from Canal Vista LLC.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Canal Vista is condominium development located in Lake Hills Subdivision north of Lake Hills Golf Course. As part of the development of Canal Vista, public sanitary sewer mains will be extended onto private property. This requires the acceptance of an easement for the public sanitary sewer mains, to allow Public Works to maintain the mains.

The storm drain system for the development has been approved by the City. The storm drain system will be maintained by the homeowner's association. However, if the homeowner's association ever stops maintaining the storm drain system, acceptance of an easement would allow the City to maintain the storm drain system. If this situation happened, the city would assess the property owners for the maintenance. The stormwater easement is consistent with how stormwater runoff is handled with subdivisions and condominium type developments where homeowner's associations are involved.

ALTERNATIVES

The City Council may:

- Approve the stormwater and sanitary sewer easements; or
- Not approve the easements. If not approved, the developer will be required to propose a different design for the sanitary sewer. The stormwater will be maintained by the homeowner's association. If the easement is not approved, there will be no backup for maintenance.

FISCAL EFFECTS

There is no cost to the City for acceptance of the easements.

Attachments

Sanitary Sewer Easement
Storm Drain Easement

After recording return to:
WWC Engineering
550 South 24th Street West
Billings, MT 59102

SANITARY EASEMENT

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged on this _____ day of _____, 2022, the undersigned, Canal Vista, LLC, a Montana limited liability company with an address of 2519 Sunnyview Lane, Billings, MT 59102, hereinafter called "Grantor", hereby grants and conveys unto THE CITY OF BILLINGS, a municipal corporation and political subdivision of the State of Montana, 210 North 27th Street, Billings, Montana 59103, hereinafter called "Grantee", a sanitary easement over, across, under and through the following described tracts of real property in Yellowstone County Montana:

Sanitary Easement as described in attached Exhibit A.

Grantor is the owner of the property described on Exhibit A hereto which is part of its larger property which it desires to develop described as follows:

Lot 1A-2 of Amended Plat of Lake Hills Subdivision--Twenty-Fifth Filing Amended

Grantee requires that Grantor provide Grantee with the easement as part of the development approval process and Grantor is willing to provide Grantee with the easement in order to obtain development approval.

This Sanitary Easement to Grantee is limited to the purpose of constructing, reconstructing, upgrading, maintaining, operating, servicing, repairing and replacing the Grantee's sanitary sewer lines and appurtenances over, across, under and through the said real property, together with the right of free ingress and egress at all times for the purpose of constructing, reconstructing, upgrading, maintaining, operating, servicing, repairing and replacing said sanitary sewer lines and appurtenances, and adding additional sanitary sewer lines.

Grantor shall continue to have the right to use and enjoy the above-described property, except as to the rights herein granted, subject to the following restrictions:

1. Grantor and their successors agree not to construct, nor cause to be constructed, within the easement right-of-way, any type of building or structure, such as, but not limited to,

houses, garages, sheds, kennels, fences, nor any other fixed objects of any kind, shape or form, except as many be licensed by Grantee.

2. Grantor agrees not to plant, nor cause to be planted within the easement right-of-way any trees, bushes, shrubs, hedges nor any other plantings of a similar nature, except as may be licensed by Grantee.

3. Grantor agrees that authorized representatives of Grantee can freely travel within the easement right-of-way with their equipment in the performance of their duties at any time, day or night, regardless of outside weather conditions.

4. Grantor agrees to obtain Grantee's permission prior to placing or removing any fill dirt within the easement right-of-way and, in addition, in the event such permission is granted, the Grantor agrees to perform any work necessary to modify the existing sanitary sewer lines and appurtenances, which work may be required prior to placing or removing any fill dirt within the easement right-of-way and all such work shall be done at Grantor's expense and without expense to Grantee.

5. Grantor agrees that the sole responsibility of Grantee for any surface restoration due to any construction, replacement, repair or service work to the sanitary sewer lines by Grantee, shall be limited to trench backfill compaction and placement of backfill material to existing grade by Grantee.

6. <u>HOLD HARMLESS AGREEMENT:</u>

    - Grantor agrees to indemnify, defend, save and hold Grantee harmless from any claims, lawsuits, or liability, including reasonable attorney's fees and costs, to the extent caused by Grantor's negligent acts under this agreement or any negligent acts of Grantor's agents.

    - Grantee agrees to indemnify, defend, save and hold Grantor harmless from any claims, lawsuits, or liability, including reasonable attorney's fees and costs, to the extent caused by Grantee's negligent acts under this agreement or any negligent acts of Grantee's agents.

    - Neither Grantor nor Grantee shall be obligated to indemnify the other party in any manner whatsoever for the other party's own negligence or willful misconduct.

7. The restrictions, Covenants and Hold Harmless Agreements herein contained shall attach to and run with the land and shall bind the parties hereto and all persons claiming thereunder.

Canal Vista, LLC

_____
By: _____
Its: _____

STATE OF MONTANA)
: ss.
County of Yellowstone)

On this ____ day of _____, 2022, before me, the undersigned, a Notary Public for the State of Montana, personally appeared _____, known to me to be the _____ of Canal Vista, LLC and the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.

_____
Printed Name:_____
Notary Public for the State of Montana
Residing at _____
NOTARIAL SEAL My Commission Expires: _____
(mm/dd/yy)

ACKNOWLEDGEMENT AND ACCEPTANCE OF CONVEYANCE

The Mayor and City Council of the City of Billings acknowledges receipt and hereby accepts the property interest conveyed through this instrument.

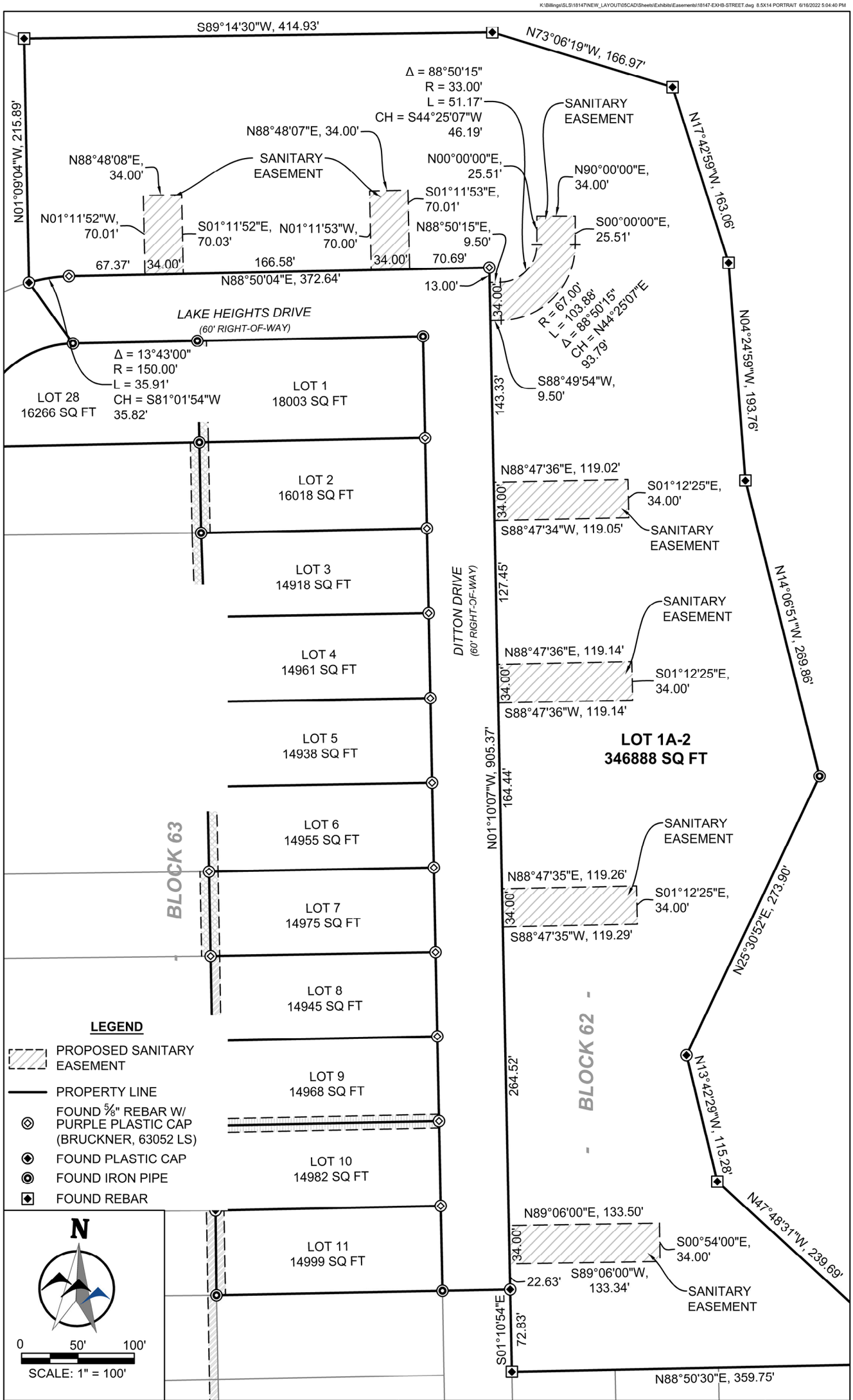
By: _____
William A. Cole, Mayor

ATTEST: _____
Denise Bohlman, City Clerk

STATE OF MONTANA)
) ss.
County of Yellowstone)

This instrument was signed and acknowledged before me on this _____ day of _____, 2022, by William A. Cole, the Mayor, and Denise R. Bohlman, City Clerk, on behalf of the City of Billings.

_____
NOTARY PUBLIC FOR THE STATE OF MONTANA



EASEMENT EXHIBIT A
SANITARY EASEMENT
WITHIN LOT 1A-2 OF AMENDED PLAT OF LAKE HILLS SUBDIVISION - TWENTY-FIFTH FILING AMENDED
LOCATED WITHIN W1/2SE1/4 OF
SECTION 9, T01N, R26E, P.M.M.
CITY OF BILLINGS, YELLOWSTONE COUNTY, MT

PREPARED FOR
CANAL VISTA, LLC
2519 SUNNYVIEW LANE
BILLINGS, MT 59102

PREPARED BY
WWC ENGINEERING
550 S. 24TH ST. W., SUITE 201
BILLINGS, MT 59102
(406) 894-2210
www.wwcengineering.com

DESIGNED BY: JPB
DRAWN BY: GWJ
CHECKED BY: JPB
DATE: 11/10/21

SHEET
1

After recording return to:
WWC Engineering
550 South 24th Street West
Billings, MT 59102

STORMWATER EASEMENT

THIS STORMWATER EASEMENT, made and entered into this_____day of _____, 2022, by and between Canal Vista, LLC**,** a Montana limited liability company with an address of 2519 Sunnyview Lane, Billings, MT 59102 ("Grantor") and the City of Billings**,** Montana, a Montana municipality, whose address is 210 N. 27th Street, Billings MT 59101 ("Grantee").

Recitals

WHEREAS, Grantor desires to develop its property in Yellowstone County, Montana, described as follows (the "Property"):

Lot 1A-2 of Amended Plat of Lake Hills Subdivision--Twenty-Fifth Filing Amended

WHEREAS, Grantee requires that Grantor provide Grantee with a stormwater easement as part of the development approval process for that portion of the Property described on Exhibit "A" hereto (the "Easement Area");

WHEREAS, Grantor is willing to provide Grantee with a stormwater easement in the Easement Area in order to obtain development approval of the Property.

NOW THEREFORE, for valuable consideration and the mutual agreements herein contained, Grantor does, by these presents, grant, convey, and transfer unto Grantee, its successors and assigns, a non-exclusive, perpetual easement to install, maintain and keep in repair stormwater management facilities, together with the reasonable right of ingress and egress to, from, and along the Easement Area for the purpose ofexercising the rights herein granted.

The parties hereto also covenant and agree as follows:

1. Grantor shall maintain the Easement Area and any Grantor improvements upon or in the Easement Area in good order and repair in accordance with any Construction Plans and Permits relating to the Property, the Grantee's City Code, and any stormwater regulations adopted by the Grantee relating to the Property.

2. The Easement Area is a shared space among Grantee, Grantor, and their respective successors and assigns.
3. All improvements in the Easement Area, other than repairs and maintenance which either Grantor or Grantee may be required to perform in the Easement Area, shall be approved in writing by the parties.
4. Each party (the "First Party"), and its successors and assigns, shall indemnify, defend, and hold the other party (the "Second Party") harmless from any loss, liability, costs, and expense, including reasonable attorney's fees, on account of injury to persons, including death resulting therefrom, and loss or damage to property arising out of or occurring in connection with the use of the Easement or Easement Area by the First Party, except from and against such claims and demands which may arise out of the negligence of the Second Party.

IN WITNESS WHEREOF, Grantor has executed this instrument the day and year first hereinabove written.

Canal Vista, LLC

_____
By: _____
Its: _____

STATE OF MONTANA)
: ss.
County of Yellowstone)

On this ____ day of _____, 2022, before me, the undersigned, a Notary Public for the State of Montana, personally appeared _____, known to me to be the _____ of Canal Vista, LLC and the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.

_____
Printed Name:_____
Notary Public for the State of Montana
Residing at _____
NOTARIAL SEAL My Commission Expires: _____
(mm/dd/yy)

IN WITNESS WHEREOF, Grantee has executed this instrument the day and year first hereinabove written.

City of Billings, Montana

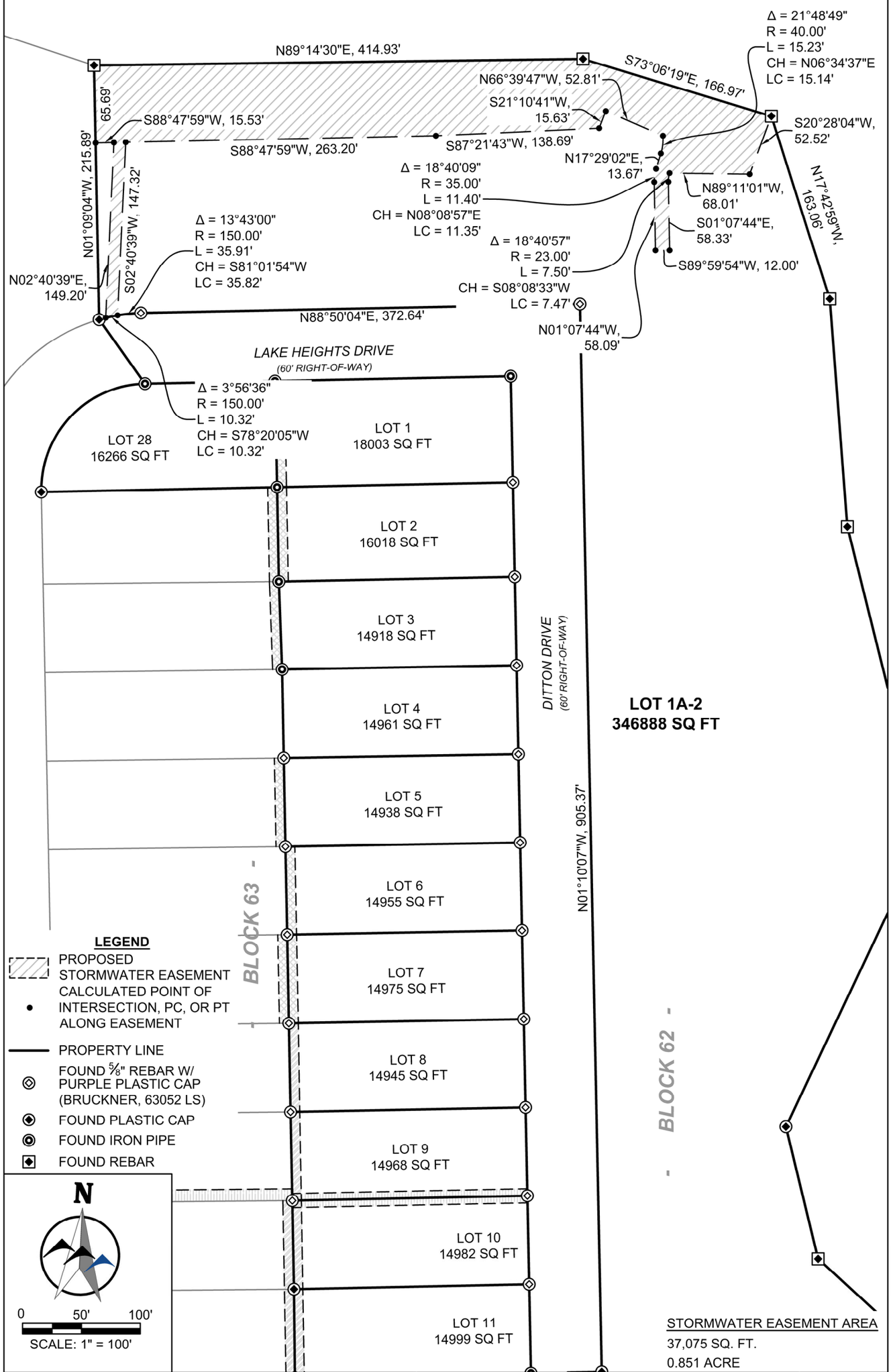
_____
By: _____
Its: _____

STATE OF MONTANA)
: ss.
County of Yellowstone)

On this ____ day of _____, 2022, before me, the undersigned, a Notary Public for the State of Montana, personally appeared _____, known to me to be the _____ of the City of Billings, Montana and the person whose name is subscribed to the within instrument, and acknowledged to me that he/she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year first above written.

_____
Printed Name:_____
Notary Public for the State of Montana
Residing at _____
NOTARIAL SEAL My Commission Expires: _____
(mm/dd/yy)



EASEMENT EXHIBIT A

STORMWATER EASEMENT

WITHIN LOT 1A-2 OF AMENDED PLAT OF LAKE HILLS SUBDIVISION - TWENTY-FIFTH FILING AMENDED LOCATED WITHIN W1/2SE1/4 OF SECTION 9, T01N, R26E, P.M.M. CITY OF BILLINGS, YELLOWSTONE COUNTY, MT

PREPARED FOR

CANAL VISTA, LLC

2519 SUNNYVIEW LANE
BILLINGS, MT 59102

PREPARED BY

WWC ENGINEERING
550 S. 24TH ST. W., SUITE 201
BILLINGS, MT 59102
(406) 894-2210
www.wwcengineering.com

DESIGNED BY: JPB
DRAWN BY: GWJ
CHECKED BY: JPB
DATE: 02/11/22

SHEET
2 of 2

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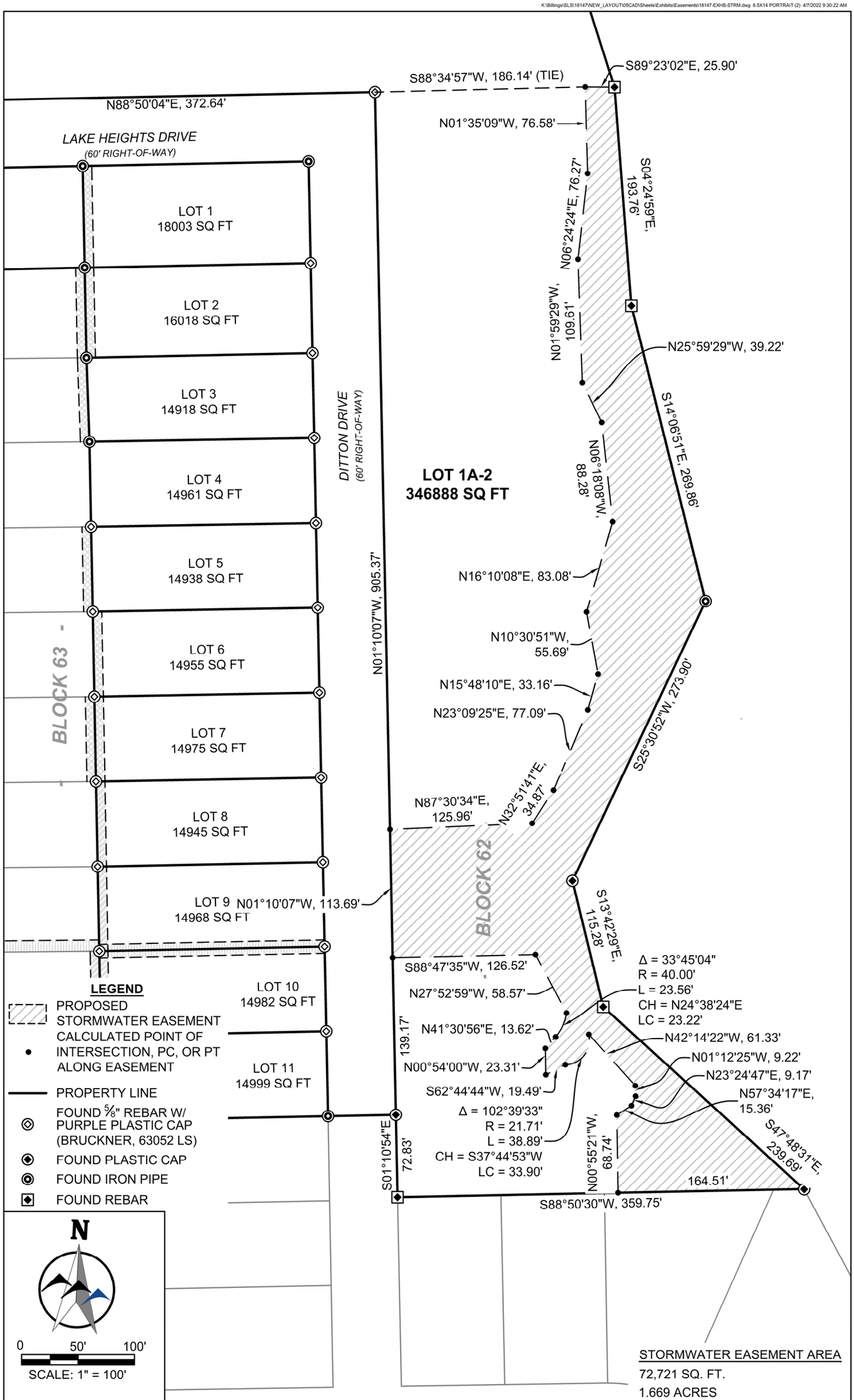

EASEMENT EXHIBIT A
STORMWATER EASEMENT
WITHIN LOT 1A-2 OF AMENDED PLAT OF LAKE HILLS SUBDIVISION - TWENTY-FIFTH FILING AMENDED
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PREPARED FOR
CANAL VISTA, LLC
2519 SUNNYVIEW LANE
BILLINGS, MT 59102

DESIGNED BY: JPB
DRAWN BY: GWJ
CHECKED BY: JPB
DATE: 02/11/22

PREPARED BY
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550 S. 24TH ST. W., SUITE 201
BILLINGS, MT 59102
(406) 894-2210
www.wwcengineering.com

SHEET
1 of 2

City Council Regular

Date:	07/11/2022
Title:	W.O. 09-12 Northwest Billings Connector - Acceptance of Right-of-Way Grants
Presented by:	Debi Meling
Department:	Public Works
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff recommends the City Council authorize the Mayor to sign the Right-of-Way Grants for the two Montana Department of Natural Resources and Conservation (DNRC) parcels, Section 14 and Section 22 that are required for the Northwest Billings Connector project (Inner Belt Loop).

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

W.O. 09-12, Northwest Billings Connector will construct a road, multi-use path, and storm drain appurtenances from the terminus of Skyway Drive at the intersection of Alkali Creek Road to the roundabout at the Zimmerman Trail and Highway 3 intersection. The proposed roadway crosses two DNRC parcels, Section 14 and Section 22. The right-of-way costs are $31,465.00 for Section 14 and $46,880.00 for Section 22. The Right-of-Way Grants were approved by the Montana DNRC Land Board at the May 16, 2022 Land Board meeting. The next step in the process is to have the City execute the Right-of-Way Grants and route them back to DNRC for the Governor's signature.

ALTERNATIVES

City Council may:

- Authorize the Mayor to execute the two Montana DRNC Right-of-Way Grants; or,
- Do not authorize the Mayor to execute the DNRC Right-of-Way Grants. If the Grants are not signed, the City will not have the necessary right-of-way to construct the Northwest Billings Connector.

FISCAL EFFECTS

The funds for purchasing right-of-way in the amount of $78,345.00 were budgeted in FY23 using Arterial funds. The remaining funds will be used to purchase the remaining right-of-way required for the project and for construction.

Attachments

Right of Way Grant Section 14
Right of Way Grant Section 22

Right of Way Application No. 19337
Affecting a 90-foot strip through
N2SE4, NE4SW4, Sec. 14, Twp. 1N, Rge.
25E, Yellowstone County, Montana

EASEMENT NO. D-

RIGHT OF WAY GRANT

IN THE NAME AND BY THE AUTHORITY OF THE STATE OF MONTANA

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Know ye that the State of Montana (hereinafter referred to as "Grantor"), in consideration of the sum of Thirty-One Thousand Four Hundred Sixty-Five and No/100 Dollars ($31,465.00), now paid, grants to City of Billings (hereinafter referred to as "Grantee") a right of way upon and across State lands for a public city roadway, including water, sewer, and storm drainage facilities and a multi-purpose, non-motorized public trail, as follows:

A 90-foot strip through N2SE4, NE4SW4, Section 14, Township 1 North, Range 25 East, Principal Meridian Montana, Yellowstone County, Montana, as shown and depicted on the Exhibit attached hereto and made a part hereof and containing 8.99 acres, more or less.

The grant of this easement is subject to the following conditions:

The Grantee shall comply with the Montana Antiquities Act, Title 22, Chapter 3, MCA. In particular, Sections 22-3, Parts 4 and 8.

It is also agreed that the Grantee shall comply with such rules or regulations as may be hereafter imposed by the State Board of Land Commissioners to ensure that the environment will be adequately protected and the public health and safety not be endangered.

The Grantee shall be responsible for controlling any noxious weeds introduced by Grantee's activity on State-owned land. The Grantee's methods of control must be reviewed by the Grantor's Area Field Office that has jurisdiction for that locale.

The Grantee shall comply with the Montana County Noxious Weed Management Act, Section 7-22-2101 MCA, as follows:

The Grantee shall notify the local weed board that is responsible for that geographical area that the project is located in. If the Grantee disturbs vegetation for any reason, Grantee shall be required to revegetate the disturbed area. The Grantee shall submit to the local weed board a written plan specifying the methods to be used to accomplish revegetation. The plan must describe the time and method of seeding; fertilization, recommended plant species, use of weed-free seed, and the weed management procedures to be used. This plan is subject to approval by the local weed board, and therefore must be signed by the chairman of the board.

It is further agreed by the Grantee that Grantee shall backfill, grade and revegetate all disturbed areas that are not part of the road

surface to the satisfaction of the State. If the first seeding of compatible grass species does not germinate to the satisfaction of the Department, the Grantee may be required to reseed in those areas open to erosion and weeds. Upon termination of this easement, Grantee shall reclaim the entire area in accordance with this paragraph.

The Grantee herein specifically agrees that the said water, sewer and stormwater pipelines shall be buried below plow depth, as well as any utilities. It is also understood and agreed that the State and its lessees and purchasers shall have the right to occupy, use and fully enjoy the surface of the right of way hereby granted and that the said Grantee and its successors and assigns shall pay any damages which may result to the fences and other property or interests of the lessees and purchasers from the State by reason of the laying, maintaining, operating or removing of the said water, sewer and stormwater pipelines, including utilities, and that the amount of such damages if not mutually agreed upon, shall be ascertained and determined by three disinterested persons, one of whom shall be appointed by the lessee or purchaser of the land, their heirs or assigns, one by the Grantee herein, its successors or assigns, and the third by the two so appointed. The award of such three persons shall be final and conclusive on both parties; and that the State and its lessees and/or purchasers will not be liable for any damages to the above-mentioned water, sewer and stormwater pipelines and/or utilities resulting from the occupancy, use and enjoyment of the surface of the right of way hereby granted.

Provided, further, that the right of way granted herein shall be assignable by Grantee only with the written approval of the Director, Department of Natural Resources and Conservation.

Provided, further, that permission must be obtained in writing, from the Director, Department of Natural Resources and Conservation, prior to the construction of any improvements on the right of way herein granted.

Provided, further, Grantee shall install and maintain pedestrian access gates on both sides of the public roadway at locations mutually agreed upon by Grantor and Grantee.

Provided, however, Grantor has made no representation as to the present or future condition of the property and the Grantee assumes all risk or damage to property or an injury to Grantee or persons or property, in connection with the exercise of rights granted hereunder. Further, Grantee shall indemnify, defend, reimburse, and hold harmless Grantor against all claims or liabilities asserted by third persons resulting directly or indirectly from Grantee's acts or omissions hereunder regarding past, present and future use of the easement parcel defined herein whether negligent or otherwise. This duty shall extend to all claims, judgments, lawsuits brought or threatened, settlement reached or governmental order related to hazardous material, losses, penalties, liabilities, encumbrances, liens, costs, and expenses of investigation and defense, including attorney fees, of any claim, whether or not such claim is ultimately defeated, and any good faith settlement, including reasonable attorney fees and disbursements and consultant fees. It shall include the costs of preparation of remedial investigations and feasibility studies and reports, the cost of any cleanup, remediation, removal, response, abatement, containment, closure, restoration or monitoring required by federal, state or county agency, and liability to any third person or governmental agency to indemnify it for those costs.

Provided, however, that the right of way granted herein is not exclusive and Grantee shall not interfere with the Grantor and its successors, assigns, lessees or other parties authorized to use State lands, in their right, at all times to go upon, cross and re-cross the land covered by said right of way and any road thereon, at any point, for any and all purposes in a manner that will not unreasonably interfere with the rights granted to the Grantee.

Provided further that the Grantee agrees that it shall indemnify and reimburse the State of Montana for all future assessments made upon Section 14, Township 1 North, Range 25 East, Yellowstone County, pursuant to Title 7, Chapter 12, MCA as it relates to establishment of any special improvement or maintenance district by the City of Billings and/or Yellowstone County. This condition shall apply only

so long as the lands are held by the state or until waived in writing by the state.

Provided, that Grantor may terminate this right of way for a material breach of any of the conditions or provisions of this deed. Before termination, the Board shall give Grantee written notice of intent to terminate and a reasonable period to cure the breach.

It is further provided that whenever said lands herein granted as a right of way shall cease to be used for such purpose, the right of way shall terminate upon notice to that effect being given to the said grantee named herein.

IN TESTIMONY WHEREOF, the State of Montana has caused these presents to be executed by the Governor, and to be attested by the Secretary of State, and countersigned by the Director, Department of Natural Resources and Conservation, and the Great Seal of the State, and the Seal of the State Board of Land Commissioners to be hereunto affixed this_____day of_____ A.D. 2022.

.....
Governor of the State of Montana

ATTEST:

.....
Secretary of State

Countersigned by:

.....
Director, Department of Natural Resources and Conservation

Accepted and Approved:

.....
Authorized Signatory

.....
Printed Name and Title

Attest:

.....
Authorized Signatory

.....
Printed Name and Title

Right of Way Application No. 19338
Affecting a 90-foot strip through
NW4NE4, E2NW4, E2SW4, Sec. 22, Twp.
1N, Rge. 25E
Yellowstone County, Montana

EASEMENT NO. D-

RIGHT OF WAY GRANT

IN THE NAME AND BY THE AUTHORITY OF THE STATE OF MONTANA

TO ALL TO WHOM THESE PRESENTS SHALL COME:

Know ye that the State of Montana (hereinafter referred to as "Grantor"), in consideration of the sum of Forty-Six Thousand Eight Hundred Eighty and No/100 Dollars ($46,880.00), now paid, grants to City of Billings (hereinafter referred to as "Grantee") a right of way upon and across State lands for a public city roadway, including water, sewer, and storm drainage facilities and a multi-purpose, non-motorized public trail, as follows:

A 90-foot strip through NW4NE4, E2NW4, E2SW4, Section 22, Township 1 North, Range 25 East, Principal Meridian Montana, Yellowstone County, Montana, as shown and depicted on the Exhibit attached hereto and made a part hereof and containing 11.72 acres, more or less.

The grant of this easement is subject to the following conditions:

The Grantee shall comply with the Montana Antiquities Act, Title 22, Chapter 3, MCA. In particular, Sections 22-3, Parts 4 and 8.

It is also agreed that the Grantee shall comply with such rules or regulations as may be hereafter imposed by the State Board of Land Commissioners to ensure that the environment will be adequately protected and the public health and safety not be endangered.

The Grantee shall be responsible for controlling any noxious weeds introduced by Grantee's activity on State-owned land. The Grantee's methods of control must be reviewed by the Grantor's Area Field Office that has jurisdiction for that locale.

The Grantee shall comply with the Montana County Noxious Weed Management Act, Section 7-22-2101 MCA, as follows:

The Grantee shall notify the local weed board that is responsible for that geographical area that the project is located in. If the Grantee disturbs vegetation for any reason, Grantee shall be required to revegetate the disturbed area. The Grantee shall submit to the local weed board a written plan specifying the methods to be used to accomplish revegetation. The plan must describe the time and method of seeding; fertilization, recommended plant species, use of weed-free seed, and the weed management procedures to be used. This plan is subject to approval by the local weed board, and therefore must be signed by the chairman of the board.

It is further agreed by the Grantee that Grantee shall backfill, grade and revegetate all disturbed areas that are not part of the road surface to the satisfaction of the State. If the first seeding of compatible grass species does not germinate to the satisfaction of the Department, the Grantee may be required to reseed in those areas open to erosion and weeds. Upon termination of this easement, Grantee shall reclaim the entire area in accordance with this paragraph.

The Grantee herein specifically agrees that the said water, sewer and stormwater pipelines shall be buried below plow depth, as well as any utilities. It is also understood and agreed that the State and its lessees and purchasers shall have the right to occupy, use and fully enjoy the surface of the right of way hereby granted and that the said Grantee and its successors and assigns shall pay any damages which may result to the fences and other property or interests of the lessees and purchasers from the State by reason of the laying, maintaining, operating or removing of the said water, sewer and stormwater pipelines, including utilities, and that the amount of such damages if not mutually agreed upon, shall be ascertained and determined by three disinterested persons, one of whom shall be appointed by the lessee or purchaser of the land, their heirs or assigns, one by the Grantee herein, its successors or assigns, and the third by the two so appointed. The award of such three persons shall be final and conclusive on both parties; and that the State and its lessees and/or purchasers will not be liable for any damages to the above-mentioned water, sewer and stormwater pipelines and/or utilities resulting from the occupancy, use and enjoyment of the surface of the right of way hereby granted.

Provided, further, that the right of way granted herein shall be assignable by Grantee only with the written approval of the Director, Department of Natural Resources and Conservation.

Provided, further, that permission must be obtained in writing, from the Director, Department of Natural Resources and Conservation, prior to the construction of any improvements on the right of way herein granted.

Provided, further, Grantee shall install and maintain pedestrian access gates on both sides of the public roadway at locations mutually agreed upon by Grantor and Grantee.

Provided, further, Grantee shall, at no expense to the Grantor, construct and maintain a stock pass tunnel at a location agreeable to both Grantor and Grantee.

Provided, however, Grantor has made no representation as to the present or future condition of the property and the Grantee assumes all risk or damage to property or an injury to Grantee or persons or property, in connection with the exercise of rights granted hereunder. Further, Grantee shall indemnify, defend, reimburse, and hold harmless Grantor against all claims or liabilities asserted by third persons resulting directly or indirectly from Grantee's acts or omissions hereunder regarding past, present and future use of the easement parcel defined herein whether negligent or otherwise. This duty shall extend to all claims, judgments, lawsuits brought or threatened, settlement reached or governmental order related to hazardous material, losses, penalties, liabilities, encumbrances, liens, costs, and expenses of investigation and defense, including attorney fees, of any claim, whether or not such claim is ultimately defeated, and any good faith settlement, including reasonable attorney fees and disbursements and consultant fees. It shall include the costs of preparation of remedial investigations and feasibility studies and reports, the cost of any cleanup, remediation, removal, response, abatement, containment, closure, restoration or monitoring required by federal, state or county agency, and liability to any third person or governmental agency to indemnify it for those costs.

Provided, however, that the right of way granted herein is not exclusive and Grantee shall not interfere with the Grantor and its successors, assigns, lessees or other parties authorized to use State lands, in their right, at all times to go upon, cross and re-cross the land covered by said right of way and any road thereon, at any point, for any and all purposes in a manner that will not unreasonably interfere with the rights granted to the Grantee.

Provided further that the Grantee agrees that it shall indemnify and reimburse the State of Montana for all future assessments made upon Section 22, Township 1 North, Range 25 East, Yellowstone County, pursuant to Title 7, Chapter 12, MCA as it relates to establishment of any special improvement or maintenance district by the City of Billings and/or Yellowstone County. This condition shall apply only so long as the lands are held by the state or until waived in writing by the state.

Provided, that Grantor may terminate this right of way for a material breach of any of the conditions or provisions of this deed. Before termination, the Board shall give Grantee written notice of intent to terminate and a reasonable period to cure the breach.

It is further provided that whenever said lands herein granted as a right of way shall cease to be used for such purpose, the right of way shall terminate upon notice to that effect being given to the said grantee named herein.

IN TESTIMONY WHEREOF, the State of Montana has caused these presents to be executed by the Governor, and to be attested by the Secretary of State, and countersigned by the Director, Department of Natural Resources and Conservation, and the Great Seal of the State, and the Seal of the State Board of Land Commissioners to be hereunto affixed this_____day of_____ A.D. 2022.

.....
Governor of the State of Montana

ATTEST:

.....
Secretary of State

Countersigned by:

.....
Director, Department of Natural Resources and Conservation

Accepted and Approved:

.....
Authorized Signatory

.....
Printed Name and Title

Attest:

.....
Authorized Signatory

.....
Printed Name and Title

City Council Regular

Date:	07/11/2022
Title:	Safe Routes to School Plan Update Recommendation to Policy Coordinating Committee
Presented by:	Elyse Monat
Department:	Planning & Community Services
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends the Council provide a recommendation for adoption of the Safe Routes to School Plan Update (Plan) to the Policy Coordinating Committee (PCC). The PCC is scheduled to take final action on the Plan at its meeting on July 19, 2022.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The Billings Metropolitan Planning Organization (MPO) identified the need to conduct a Safe Routes to School (SRTS) Plan Update to evaluate walking and biking conditions for students attending elementary schools in the Billings Public Schools District. Through a competitive process, the MPO selected Toole Design as the consultant for this project. A project oversight committee consisting of representatives from the MPO, Billings City Council, Billings Public Schools, City of Billings Engineering Division, Healthy By Design, RiverStone Health, and community advocates provided feedback and helped guide the process throughout the development of the plan. This is an update to the City of Billings Safe Routes to School Study completed in August 2011 by the City of Billings Engineering Division. The goals of this plan are to:

- Evaluate current walking and biking conditions for students in the region
- Identify barriers or issues that might discourage students from walking or biking
- Recommend policy or programmatic changes that would encourage more students to walk or bike to school
- Develop a list of prioritized projects that can be built to improve walking and biking conditions for students
- Create walking route maps for all 22 public elementary schools in Billings

Project locations were identified through several sources:

- Geographic data showing gaps in pedestrian and bicycle infrastructure
- Crash locations showing crashes involving people biking or walking
- Interviews with principals
- Conversations with crossing guards
- Public input via an online interactive webmap and survey
- On the ground observations of either arrival or dismissal
- A walking audit of the .5-mile radius around the school

The body of the document identifies observed and reported safety concerns at project locations and describes the type of concern at that location. Examples of concerns include long crossing distances, turning vehicles not yielding, etc. Then, Chapter 4 of the Plan provides an infrastructure toolkit that offers some common engineering solutions that can be used to address the observed and reported concerns. A matrix helps identify possible solutions based on the type of concern. Based on guidance from the project oversight committee, Chapter 5 evaluated the level of project impact based on four criteria: traffic safety, feasibility, demand, and equity. Each category was assigned a certain number of points based on the metrics in the category. For example, traffic safety was based on the posted speed limit and the roadway classification. Points for each category were then added up for a total score. Projects are grouped into categories of high, medium, and low impact. While the City of Billings will try to implement projects by category of impact, projects will not be implemented in the exact order of impact. For example, the City of Billings will try to implement projects from the high-impact category before medium- or low-impact category projects. Project implementation order may differ from project impact score based on external factors such as the opportunity to combine a SRTS project with other construction, the need to acquire right-of-way or easements, the types or amount of funding available, etc. Chapter 6 of the Plan contains walking route maps for each school. Appendix B includes school summaries including existing conditions maps for each school, data about the school, a summary of interviews with the principal and crossing guard, webmap comments, and on-the-ground observations. There are also project suggestions that are for planning purposes only. The engineering division will conduct further internal analysis before projects are implemented.

ALTERNATIVES

City Council may:

- Recommend approval of the Safe Routes to School Plan Update to the Policy Coordinating Committee; or,
- Make recommendations to modify the plan and recommend approval of the Safe Routes to School Plan Update to Policy Coordinating Committee with changes; or,
- Not recommend approval of the Safe Routes to School Plan Update to Policy Coordinating Committee.

FISCAL EFFECTS

There is no fiscal effect to adopting this plan. However, when the City of Billings implements the Plan, project design and construction will cost money. The City of Billings regularly implements projects to make the transportation system safer and funding sources for projects are identified through the City's Capital Improvement Plan process as well as through grant applications and other approved funding sources.

Attachments

Draft Safe Routes to School Plan Update

BILLINGS SAFE ROUTES TO SCHOOL

Plan Update

DRAFT - June 2022

Acknowledgements

Elyse Monat, Billings MPO, Active Transportation Planner & Project Manager

Project Oversight Committee

Billings City Council

- Bill Cole, Mayor
- Pam Purinton, City Council, Ward 4

Billings Public Schools

- Keith Adams, Billings School District
- Sondra Baker, Billings Public Schools
- Brenda Koch, Billings Public Schools
- Pam Meier, Arrowhead Elementary School
- Joe Walsh, Newman Elementary School

City of Billings and Metropolitan Planning Agency

- Mac Fogelsong, Billings Public Works
- Lora Mattox, Billings MPO
- Dakota Martonen, Billings Public Works
- Scott Walker, Billings MPO

Community Organizations and Advocates

- Kathy Aragon, Community Advocate
- Jed Barton, Living Independently for Today and Tomorrow
- Melissa Henderson, Healthy By Design Coalition
- Morgan Miller, RiverStone Health
- Elaine Archer, Advocate and Crossing Guard

Consultant Team:

Toole Design

- Sara Schooley, Project Manager
- Kerry Aszklar
- Sonia Haeckel
- Carly Haithcock
- Lisa Johnston-Smith
- Fernando Olivera
- Megan Seib

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

TOOLE DESIGN

Contents

1. Introduction 1

1.1 Goals of this Plan 1

1.2 How to Use this Plan 2

1.3 History of Billings' Safe Routes to School Program 3

1.4 Moving Forward 3

2. Programmatic Recommendations 4

2.1 Creating an Equitable Safe Routes to School Program in Billings 4

2.2 Using this Chapter 5

2.3 Recommended Strategies 5

3. Project Recommendations 13

3.1 Methodology 13

3.2 How to Use This Chapter 13

3.3 Project List and School-Specific Project Location Recommendations 14

Alkali Creek 15

Arrowhead 18

Beartooth 21

Bench 24

Big Sky 27

Bitterroot 30

Boulder 33

Broadwater 36

Burlington 39

Central Heights 42

Eagle Cliffs 45

Highland 48

McKinley 51

Meadowlark 54

Miles Avenue 57

Newman 60

Orchard 63

Poly Drive 66

Ponderosa 69

Rose Park 72

Sandstone 75

Washington 78

4. Infrastructure Toolbox 81

5. Project Impact 107

5.1 Impact Score Criteria 107

5.2 Implementation 108

5.3 High Impact Project List 110

5.4 Medium Impact Project List 112

5.5 Low Impact Project List 114

6. School Walking Maps 116

Appendix A. Existing Safe Routes to School Plans, Policies, and Program Review 140

Appendix B: School Summaries 144

Appendix C. Webmap Summary 252

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1. Introduction

The Billings Safe Routes to School Plan Update ("the Plan") is an effort led by the Billings-Yellowstone County Metropolitan Planning Organization (Billings MPO). This effort builds off previous Safe Routes to School (SRTS) work, including a plan adopted in 2011[1] and additional efforts that have focused on encouraging students and their families walk and bike to school. This updated plan was completed collaboratively by Billings MPO staff and a consultant team, who were advised by a Project Oversight Committee (POC) consisting of MPO staff, school district staff, stakeholder organizations, and members of the public.

1.1 Goals of this Plan

Walking and biking are fun and healthy ways for students to get to school in Billings, and can also help reduce air pollution, build a sense of community, encourage more physical activity, promote safety, and save money. Unfortunately, many students and their families don't feel safe walking or biking to school because of busy streets, lack of sidewalks, unmarked crossings, or other issues.

This plan aims to recommend policy and programmatic changes, as well as identify and prioritize infrastructure projects that improve safety and accessibility for, and increase the number of, children walking and rolling to school in Billings.
The goals of this plan are as follows:

- Evaluate current walking and biking conditions for students in the region
- Identify barriers or issues that might discourage students from walking or biking
- Recommend policy or programmatic changes that would encourage more students to walk or bike to school
- Develop a list of prioritized projects that can be built to improve walking and biking conditions for students
- Create walking route maps for all 22 public elementary schools in Billings

1 The 2011 City of Billings Safe Routes to School Study can be found at https://www.billingsmtpublicworks.gov/DocumentCenter/View/180/SRTS-Report---FINAL-082411-PDF?bidId

1.2 How to Use this Plan

This Plan, like the SRTS program in general, has many audiences, all of which play important roles in making Billings a healthy place where students and their families can and want to walk or roll to school. This plan should be used by a variety of audiences and is organized to help each audience quickly and easily understand how the information can be applied. The following is a list of SRTS stakeholders and how they may use the plan. It should be noted that there may be more ways the plan can be used by additional community stakeholders that are not outlined below:

- **Billings MPO Staff.** The Billings MPO is the lead agency for SRTS infrastructure and planning policy efforts. Billings MPO staff should use **Section 2. Programmatic Recommendations** to evaluate their current SRTS programming and policies to identify opportunities to build a more holistic SRTS program that incorporates all Six E's of the SRTS program, as well as identify funding opportunities to ensure that the program is sustainable. Billings MPO staff can use **Section 3. Project Recommendations** to create project lists for the next 10 years and strategize the most effective use of funding opportunities that may align with identified SRTS projects.
- **City of Billings Public Works Department.** The Billings Public Works department is the main implementer of roadway projects, street maintenance, and traffic engineering. **Section 3. Project Recommendations, Section 4. Infrastructure Toolkit,** and **Section 5. Project Impact,** would be the most applicable and important pieces of this plan for Public Works as they look for identified SRTS project locations, design guidance, and project scheduling to inform their overall projections and planning for transportation improvements into the future.
- **Yellowstone County Safe Routes to School Committee.** The Yellowstone County Safe Routes to School Committee can use this document to work collaboratively towards programmatic and policy changes. The section most applicable to this committee is **Section 2. Programmatic Recommendations**, which can give the group and its member organizations direction and collaboration opportunities to continue to grow the program, as well as more equitably implement existing program elements.
- **School Staff (Principals, Administration, Crossing Guards).** School staff can use this document to better understand SRTS efforts that may impact their school and students, as well as track and advocate for on-the-ground improvements near their school. They can use **Section 2. Programmatic Recommendations** to evaluate whether any programs may be appropriate for their students and **Section 3. Project Recommendations** to become educated on what projects are on the list near their school. **Section 6: School Walking Maps** may be the most useful section for school staff, as they can be sent directly to students and their families to help them decide on their best route to school.
- **Community Advocates.** Community advocates are often interested in understanding what programs or projects have been identified to better meet their goals for the community, whether those goals are around public health, reducing congestion, or getting more residents walking and biking. All the sections in this plan may be useful for community advocates in order to know what projects are upcoming and help them plan for how they can use their support or sway in community to move projects or other efforts forward.
- **Families and students.** While families and students are welcome to read and use any part of this plan, they will get the most value out of **Section 3. Project Recommendations** and **Section 6. School Walking Maps**. These section include information about potential projects at their specific school, as well as user-friendly walking and biking maps to help plan trips to and from school.

1.3 History of Billings' Safe Routes to School Program

SRTS is an international movement that uses programs, policies, and infrastructure to encourage children to walk and bicycle to school. SRTS programs seek to improve safety conditions near schools and encourage more walking and bicycling when it is safe to do so. Nationally, walking and bicycling to school has declined dramatically, from nearly 50% of K-8th grade students in the 1960s to only 11% as of 2017. SRTS programs seek to reverse this decline by promoting walking and bicycling through a holistic set of strategies known as the six "Es"[2] shown at right.

In 2011, the City of Billings completed a SRTS plan that identified projects that could increase safety for students walking and biking to school. In addition, this plan highlighted "preferred neighborhood walking routes," for each of the 22 elementary schools in Billings. This plan can be found at https://www.billingsmtpublicworks.gov/DocumentCenter/View/131/Safe-Routes-to-School-SRTS---Figures-PDF?bidId=.

1.4 Moving Forward

This Safe Routes to School Plan Update looks to build on the work of the city's past SRTS efforts to expand programmatic opportunities to all students and prioritize on-the-ground roadway improvements that make walking and biking to school a more comfortable, preferred, and safer way to get to school.

To keep up to date on Billings SRTS efforts, visit https://ci.billings.mt.us/2160/Getting-to-School

The 6 Es of Safe Routes to School

Engagement. Listening and involving students, families, teachers, and school leaders, and working with existing community organizations to build intentional, ongoing engagement opportunities into the program structure.

Equity. Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.

Engineering. Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.

Encouragement. Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.

Education. Providing students and the community with the skills to walk and bicycle safely, educating them about benefits of walking and bicycling, and teaching them about the broad range of transportation choices.

Evaluation. Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.

2 In June 2020, the Safe Routes Partnership removed Enforcement as one of the Es of Safe Routes to School and added Engagement. More about the reasons behind this change can be found at https://www.saferoutespartnership.org/blog/dropping-enforcement-safe-routes-school-6-e%E2%80%99s-framework

2. Programmatic Recommendations

As mentioned in the plan introduction, effective and comprehensive SRTS programs address all the six Es: Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. Chapter 3 of this plan addresses Engineering. This chapter addresses the non-infrastructure efforts— all the "other Es"—that are important for sustaining a SRTS program and increasing the number of students who can walk or bicycle safely to school.

The program and policy recommendations in this Plan were developed through a variety of efforts— the completion of a plan and policy review memo at the beginning of this planning effort (Appendix A); advice and feedback from the Project Oversight Committee, conversations with RiverStone Health and Healthy By Design staff, public input from an online webmap that was open in Fall 2021; and interviews with principals at 21 of the 22 elementary schools in Billings Public Schools system. The input from these sources, combined with national best practices, helped to inform the following recommended strategies.

2.1 Creating an Equitable Safe Routes to School Program in Billings

Billings, like many other jurisdictions across the country, is starting to institutionalize equity into their work, whether it's reevaluating how services are distributed, how public engagement is done, or how projects are prioritized to ensure that those who were historically disenfranchised by government policies - are getting the benefits of public investments that were disproportionately lost on them in the past This includes low-income families, families of color, differently-abled individuals, and families who speak languages other than English.

Many families within these demographic groups use active modes of transportation, often at higher-than-average rates. National research has shown that children from low-income families are twice as likely as those from wealthier families to walk to school, but disproportionately encounter traffic and safety issues on the trip to school.[3] Low-income and urban students are more likely to have to cross busy streets to get to school and may be impacted by personal safety issues. Those in rural settings often lack sidewalks and bike infrastructure, may have to cross highways, and often have longer distances to school. Emphasizing equity as a framework in SRTS programming ensures that all children and adults have opportunities to choose active modes going to and from school, regardless of the barriers they face.

3 Safe Routes to School National Partnership. Implementing Safe Routes to School in Low-Income Schools and Communities: A Resource Guide for Volunteers and Professionals. Retrieved from https://www.saferoutespartnership.org/sites/default/files/pdf/LowIncomeGuide.pdf

2.2 Using this Chapter

Most non-infrastructure SRTS efforts in Billings are done either collaboratively by the Billings-Yellowstone County MPO, RiverStone Health, the Healthy By Design Coalition, and/or the schools themselves. This approach, using multiple staff and agency resources, has its benefits, but can also result in confusion about what role(s) individuals or organizations can or should play when advancing SRTS efforts.

This chapter will help guide and focus the efforts of Billings MPO staff, stakeholders, liaisons, and advocates. The strategies that follow are high-level statements that offer broad direction on how to meet program goals, followed by associated actions. The actions provide more detail about how each strategy could be accomplished.

This chapter also includes metrics to regularly check as the program develops to help the SRTS team decide when the work on each action should be continued, adjusted, or stopped. This chapter should be seen and used as a community resource – school administrators can use it to understand the future of SRTS programming in their schools; or as a jumping off point to get involved in SRTS efforts; families can review it to see how programs they participate in may be updated or improved; and community partners can see where they may be involved in SRTS programming into the future.

2.3 Recommended Strategies

The policies and programs recommendations in this chapter are grouped into four broad strategies:

1. **Build, define, and leverage partnerships**
2. **Create a Billings SRTS toolkit**
3. **Build an inclusive education campaign to encourage walking and biking to school**
4. **Consider impacts on students walking and biking when creating and updating school policies**

Strategy 1. Build, Define, and Leverage Partnerships

The Billings SRTS program is a collective effort between multiple organizations and individuals. While this diversity in groups, expertise, and individuals brings strength and depth to the program, it can also cause confusion about who does what, especially to school staff, parents, and students. The following actions will help create a SRTS program with transparent participants and responsibilities.

Action 1.1 Expand and define current relationships

The following organizations have historic and current roles within the Billings SRTS program. These relationships could be formalized through a SRTS organization and responsibility framework, memorandums of understanding, and/or a coalition contract. This formalization of roles and responsibilities would be led by the Yellowstone County Safe Routes to School Committee.

- **Billings MPO.** The Billings MPO is the region's lead for roadway planning and infrastructure, including SRTS efforts. The MPO also leads grant writing efforts to complete projects.
- **Billings Public Works.** Public Works implements SRTS infrastructure projects, as well as responds to stakeholder concerns. Public Works staff conduct speed and traffic volume studies, and implement interventions as appropriate.
- **Healthy by Design.** Healthy by Design is fundamental to building a coalition around SRTS and its mission. They are connected to Billings' two hospitals and helped lead the effort with Billings TrailNet to get dedicated funding for SRTS. In addition, they helped get the City's first Complete Streets Policy[4] passed and continue to support Complete Streets design principles, many of which align with SRTS goals. Lastly, they play a role in communications, getting the word out about SRTS efforts via Facebook and their e-newsletter.
- **Riverstone Health.** Riverstone Health houses staff that support programmatic SRTS work – walking school buses, encouragement campaigns, etc. – and pushes for SRTS-supportive policies, systems, and environmental change. They also organize and facilitate the Yellowstone County SRTS Committee.
- **Kids in Motion.** Kids In Motion is a collaborative active transportation program facilitated by School District #2, Education Foundation for Billings Public Schools, the City of Billings, and other community partners. The program combines volunteer-coordinated events with in-class education to empower youth with the skills and confidence needed to walk and ride their bicycle every day.
- **Billings School District.** The school district hires and places crossing guards, creates and implements the district's safety bussing policy, and distributes SRTS materials and communications. They also support Kids in Motion efforts, often using the program's education curriculum in health enhancement classes.
- **Billings Police Department.** The police department helps with enforcement of school zones as able or requested. Due to limited staff, these enforcement operations are very limited.
- **Billings TrailNet.** Billings TrailNet is a non-profit, 501c3, grass-roots organization that supports urban trails in and around the Billings. They worked, in the past, with Healthy By Design to try to secure dedicated funding for SRTS.
- **St. Vincent Healthcare.** St Vincent's is one of the two major hospital providers in the community. They are the presenting sponsor for Kids in Motion and provide low-cost helmets for kids. They also provided grant funds to further discount helmets.
- **Education Foundation for Billings Public Schools.** The Education Foundation is the fiscal agent for Kids in Motion and manages the grants from St. Vincent Healthcare.

4 Billings Complete Streets Policy can be found at https://www.billingsmtpublicworks.gov/DocumentCenter/View/200/RES-11-19097-Adopting-Complete-Streets-Policy-PDF?bidId=

Action 1.2 Identify and establish new partnership opportunities

In order for the Billings SRTS program to continue to grow and equitably serve additional students and families, especially those who have not been involved in the past, it will need to establish new relationships. The following groups and organizations have missions that align with the SRTS program, but have not been regularly or officially integrated into SRTS efforts to date.

- **Parent-Teacher Organizations (PTOs).** PTOs are formal organizations that can include parents, teachers, and school staff. These groups work to promote school success and community through fundraising, events, and general support. Currently, the Billings MPO communicates with schools' PTOs through email and/or social media with varying amounts of success, often because PTOs at schools, if they exist at all, tend to be small. As possible, one member of each school's PTO should be a liaison to the Billings SRTS program, in order to have consistent communication at every school. For schools without PTOs, an alternate person (e.g., interested parent, school staff member, etc.) should be the formalized contact.
- **Billings Bicycle and Pedestrian Advisory Committee.** The Billings Bicycle and Pedestrian Advisory Committee advises City Council, the Mayor, County Commissioners, Planning Board, and all departments and boards of the City and County with regard to walking and biking projects, plans, and efforts. In the past, the committee has not been overtly active on SRTS efforts and could play a more formalized role in the future.
- **Living Independently for Today and Tomorrow (LIFTT).** LIFTT is a Billings-based non-profit that works to empower persons with disabilities to live freely and equally. In the past, LIFTT assisted with inclusive walk audits. There are opportunities to continue this work as well as partner with LIFTT to further education efforts.
- **Billings Urban Indian Health and Wellness Center (BUIHWC).**[5] The BUIHWC's has a model of healing that holistically involves the body, mind, and spirit. This organization has deep ties to Native families in Billings and is a trusted source of information about living healthier lives. They have a youth program that may have clear interest in supporting more kids and their families living healthier, active lives through methods planned and encouraged by the SRTS program.
- **Bicycle shops and groups.** For many families, especially low-income families, the largest barrier to bicycling is physically having a bike that works and/or having someplace to safely store the bike. Some bicycle shops around the country have "earn-a-bike" programs[6] where students learn about bicycle repair and fix up a donated bicycle with shop staff for themselves. Bicycle groups or clubs also tend to have outdated (to them) gear, such as bikes, bike parts, or locks that could be perfect for students. In the past, there was a local earn-a-bike program in Billings that was focused mostly on adults, but it is not currently active.
- **Older adult groups.** Older adults are often the eyes and ears of their neighborhoods, especially if they have lived in the neighborhood for years and/or have children that they raised in the area. In addition, older adults are often looking for ways to give back to the community and stay active – crossing guard positions may be the perfect fit. There is currently a shortage of crossing guards in Billings and across the country, and creating a formal program between older adult groups in Billings and the SRTS program may be an approach that is sustainable and can staff more locations than the current conditions. Working with Senior Programs at the Billings Parks and Recreation Department or the Adult Resource Alliance may be a promising first step.

5 http://billingsurbanindianhealth.org/

6 Neighborhood Bike Works in Philadelphia has a Earn-A-Bike class where students learn basic bike repair and maintenance by fixing up a donated bike. Once a student completes the class, they are able to keep the bike they've refurbished, as well as earn a lock and helmet. More information can be found at https://neighborhoodbikeworks.org/youth-programs

Action 1.3 Identify partners to present pedestrian and bike safety education in non-school settings

Bicycle and pedestrian safety education is most effective when it is taught over multiple sessions. Out-of-school-programs such as camps and after-school programs can offer a natural time and place for more in-depth bicycle education, without the logistics of fitting it into a school day. The Billings SRTS program should approach the following partners to discuss bike safety education:

- **Afterschool care providers.** Nearly every elementary school in Billings has an afterschool care option, either at the school or at a location that students bus, providing an opportunity for students to learn about walking and biking safely in smaller groups. In addition, some of these providers may offer "camps" over school institute days or breaks that could be appropriate for longer safety lessons, walks, or bike rides.
- **Billings Parks and Recreation.** Billings Parks and Recreation hosts a variety of youth sports, activities, and summer camps for children in the County. Currently, Kids In Motion partners with Parks on a summer cycling camp. It has historically had a strong focus on mountain biking because of who the counselors have been and what the kids enjoy, but there is a component of the camp focused on road safety. Increased formalization of this program and the information presented could increase the number of youth in Billings who have received bike safety education.
- **Cycling clubs and shops.** Billings has a number of bicycle shops and clubs/riding groups that offer rides for bicyclists of varying skill, as well as for families. These groups often have employees or members that are interested in spreading bicycling amongst youth and would be able to lead or promote bicycle education in the community.

Action	Timeline	Metric	Potential Partners	Engagement	Equity	Encouragement	Engineering	Education	Evaluation
Action 1.1 Expand and define current relationships	0-2 years	Formalization of current partnerships versus future	MPO, RiverStone Health	x	x	x	x	x	
Action 1.2 Identify and establish new partnership opportunities	2-5 years	Number of new established partnerships	PTOs, Billings Bicycle and Pedestrian Advisory Committee, LIFTT, BUIHW, bicycle shops and groups, older adult groups	x	x	x		x	
Action 1.3 Identify and implement pedestrian and bike safety education in non-school settings	2-5 years	Creation of new programs	RiverStone Health, MPO, Kids In Motion, afterschool care providers, Billings Parks and Recreation, cycling clubs and shops	x	x	x		x	

Strategy 2. Create a Billings SRTS Toolkit

Safe Routes to School toolkits come in a variety of forms – some are for specific events (e.g., International Walk and Roll to School Day[7]) while some are a one-stop-shop for all the programs' offerings.[8] Either way, toolkits are clear communication tools for staff, stakeholders, families, and students to help them learn about the program and how they can get involved. A toolkit is an important documentation tool for SRTS program staff and can reduce issues due to staff turnover and/or consistency of program expectations. The following actions build a suite of toolkits for the Billings SRTS program.

Action 2.1 Create a programmatic toolkit that documents roles and responsibilities, and parts of the Billings SRTS Program

Currently, there is not one singular place for a Billings MPO staffer or community member to go to learn about all the facets of the SRTS program. A programmatic toolkit should outline the program pieces, including who is responsible for each piece, what the scope of each project part is, and contact information for the lead agency or staff (if applicable). This toolkit should also clearly tie its narrative to the 6 E's of SRTS to ensure that the program is transparently meeting its mission.

Action 2.2 Create a communications toolkit

Part of a program's success is making it known by and needed in a community. Currently, there is no unified direction on how to talk about the program, promote the organization, or advertise what it does. A communications toolkit is a way to create consistent messaging, such as about the program's vision, goals, program description, and other elements. If the responsibility and roles of the Billings SRTS program remain dispersed as they are now, a communications toolkit is essential to create a "one-program" feel for staff and the community.

This toolkit should also create standards and a schedule for regular communications – newsletters, flyers, social media, etc. – to ensure they reach a diverse population. These standards may involve translation efforts, accessible writing, or other measures.

Action 2.3 Create toolkits for specific events

The Billings SRTS program helps support and/or organize a variety of events – International Walk and Roll to School Day, Walking School Buses, Kids in Motion, etc. At the moment, these events rely heavily on organizational staff and, perhaps, a parent or school staff member that has time and expertise. Event toolkits serve as a step-by-step guide for how to plan for an event, from inception through evaluation. These toolkits allow those with less time or history with the program to organize events easily and, over time, rely less on limited staff to run successful and sustainable events. To begin, it is recommended that the Billings SRTS program creates toolkits for International Walk and Roll to School Day. RiverStone Health has already begun work on a Walking School Bus toolkit.

Action	Timeline	Metric	Potential Partners	Engagement	Equity	Encouragement	Engineering	Education	Evaluation
Action 2.1 Create a programmatic toolkit that documents roles and responsibilities, and parts of the Billings SRTS Program	0-2 years	Creation of programmatic toolkit	MPO, RiverStone Health, Billings Public Schools	x	x	x	x	x	x
Action 2.2 Create a communications toolkit	0-2 years	Creation of communications protocol	MPO, RiverStone Health	x	x	x			
Action 2.3 Create toolkit for specific events	2-5 years	Creation of toolkits	MPO, RiverStone Health	x	x	x		x	x

7 The Alameda County Safe Routes to Schools International Walk and Roll to School Day toolkit is an example of an event toolkit and can be found at https://alamedacountysr2s.org/wp-content/uploads/2021/09/International-Walk-and-Roll-to-School-Day_Toolkit_2021.pdf

8 The Wisconsin Safe Routes to School Toolkit an example of a program-wide toolkit can be found at https://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/aid/safe-routes/toolkit.pdf

Strategy 3. Build an Inclusive Education Campaign to Encourage Walking and Biking to School

Branding and education campaigns are essential ways to make an organization visible and recognizable to students, families, school staff, and the Billings community as a whole. This task would help to solidify knowledge of the program by stakeholders and would be used as a tool for all aspects of the SRTS program.

Action 3.1. Create a SRTS brand

The SRTS program, historically, has not had a singular brand, with each of the organizations that participate doing their own branding and materials. This leads to discontinuity in the visuals and the materials shared by the program, and can lead to stakeholders getting confused about what the program really is and who runs it.

A logo was recently developed for the Billings Safe Routes to School Program. Using the logo as a starting point, a brand should be created to include a color palette, typography, document templates, and design elements (e.g., the logos that go on each material, any pieces of graphics that should be universally used, etc.). The brand should emphasize kids walking and rolling to school, as well as have the "feel" of Billings.

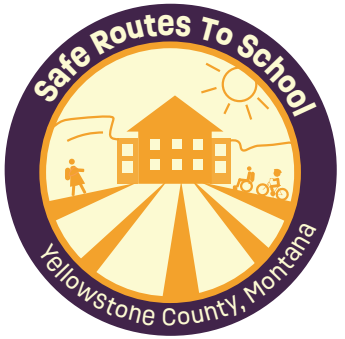
Action 3.2 Roll-out a safety and encouragement campaign focusing on walking and biking to school

Along with the visibility that a brand can achieve, a campaign process can help draw attention to up to three messages. It is recommended that every year, the SRTS campaign decides on its three (or fewer) main messages – other safety tips can be used in lengthier communications. This allows students, families, and the community to quickly focus on sound bites and behaviors that they can do to increase the number of kids walking and biking to school, as well as make it safer. Campaigns are also fundamental to decreasing "perceived safety" issues because the campaign, if done right, can emphasize that the community is behind these behavior changes and that everybody can and should be able to walk or bike to school safely.

Action 3.3 Evaluate SRTS campaign bi-annually

Evaluation is a fundamental part of any SRTS program, allowing the program to analyze what works, what doesn't, and where changes should be made. Evaluation of a SRTS campaign is especially important in the early years of campaign development as stakeholders are first being exposed to the campaign and have less base knowledge about the program.

Evaluations can become very complicated and data heavy, but do not necessarily have a proportional level of benefit for the complexity. As such, it is recommended that evaluations remain fairly qualitative, asking stakeholders about their thoughts via a quick survey and keeping track of the methods that the campaign was distributed through.



Billings SRTS Logo Designed in 2022

Action	Timeline	Metric	Potential Partners	Engagement	Equity	Encouragement	Engineering	Education	Evaluation
Action 3.1. Create a SRTS brand	0-2 years	Creation of brand toolkit	MPO, RiverStone Health	x	x	x		x	
Action 3.2 Roll-out a safety and encouragement campaign focusing on walking and biking to school	2-5 years	Presence of safety campaign	MPO, RiverStone Health, Billings Public Schools, Billings TrailNet	x	x	x		x	
Action 3.3 Evaluate SRTS campaign bi-annually	2-5 years	Evaluation report	MPO, RiverStone Health, Healthy By Design						x

Strategy 4. Consider Impacts on Students Walking and Biking When Creating and Updating School Policies

If a community wants more of its students to walk or bike to school, walking and biking must be easy and convenient, as well as safe. Some of the Billings School District policies may inadvertently make walking and biking difficult or, at minimum, less convenient for parents deciding whether their children should walk and/or bike. The following are a few of the school district's policies that have direct implications on the convenience of walking and biking.

Action 4.1 Evaluate safety busing policy for impacts to student walking and biking

The district's safety busing policy mostly focuses on whether students need to cross busy roads. If students are required to cross a busy road and there is not a safe sidewalk or path to walk on, crosswalk guards, or stoplights where necessary, a bus is (often) available.

Safety busing standards are not completely quantitative, though, and principal or parent feedback can impact the presence or absence of a safety busing route. Many schools are located fairly close to busy roads, so some students that are safety busing are within easy walking or biking distance. The presence of buses could be discouraging for students when making the choice whether to walk or bike.

Currently, families are asked to pay $75 per student per semester (although not at Title schools) to use safety busing; each bus costs approximately $53,000 per year for the district to operate. The district estimates they recuperate $6,000 - $8,000 per year for each bus. Safety busing routes should be evaluated for where a walking school bus could be a replacement. This would result in an increase in walking and biking, as well as cost savings for the district. If possible, walking school bus leaders should be paid to ensure consistency and reliability for parents and students.

Action 4.2 Participate in discussion of school dismissal time policies

Every public elementary school in Billings has two dismissal times – kindergarten through 3rd grade dismisses 45 minutes before 4th and 5th graders. This time differential poses a few challenges to students and families looking to walk or bike home from school.

The largest challenges are for families who have multiple children and one in either K-3rd and another in 4th – 5th. Many families will drive to pick up their first child and then simply wait in the car for 45 minutes until the second student is dismissed, with the idea that 45 minutes may not be enough to go back and forth or that they might as well wait since they're already there.

In addition, older kids – those in 4th or 5th grades – are most likely to be able to walk independently. They are also able to walk or bike with younger sibling, neighbors, or friends, and provide extra "eyes on the street." The gap in time between the younger and older students' dismissals removes this opportunity.

Given that more students walk or bike home, versus to school (because of the relative "rush" in the morning and/or parents dropping their students off on their way to work), the district should evaluate whether it might make more sense to delay the start time in the morning for K-3rd and then have one dismissal in the afternoon. This change could provide multiple benefits for families looking to walk or bike to school more, and create more of a culture around walking or biking home at dismissal.

During Project Oversight Committee meeting discussions, Billings Public Schools noted that the availability of buses is one of the constraints that requires two dismissal times. They are working to make busing more efficient and may be able to move to one dismissal time in the future.

Action 4.3 Reevaluate "visual check" policy for students at dismissal

Schools have a "visual check" policy for their younger students where the teacher needs to make eye contact with a parent before releasing their student at the end of the day. This discourages any independent walking or biking home, which may be feasible for 2nd or 3rd graders if their parents are comfortable with it. This also makes the idea of a "park-and-walk" area more challenging since students are not allowed to walk off campus without a parent in sight.

Many schools have parents fill out a "dismissal procedure" form at the beginning of the school year that specifies who can pick up the student and if a student can leave independently. The independent choice should be allowed for all students 2nd grade and above. There should also be an option that specifies that the parent will be parking at a "park-and-walk" location a few blocks from the school. As possible, school staff or parents can be posted along the way between the school and the location to supervise students. This method can significantly decrease the chaos of school pick-ups, which are shown to decrease walking and biking rates – often, parents see the area immediately in front of the school as too unsafe for walking and biking because of drop-off/pick-up patterns. Another option to stagger students would be to add a 5-minute early release for students who are walking or biking to the remote pick-up location, especially if a staff member is able to assist.

Action 4.4 Consider decreasing school zone speed limits based on City Policy and State Law

Most school zones in Billings are signed at 25mph, (some are signed at 20mph) but some may be able to be reduced according to City policy and State law. Crossing guards and principals that were interviewed as part of this plan regularly mentioned that they feel speeds were excessive in front of their schools, especially if the schools were on a major route to or from a nearby high school, with the assumption that high school students were prone to speeding.

Irrespective of who is driving, setting the school zone speed limit to the lowest speed allowed by the City of Billings Stale law would slow drivers down, decrease stopping times, and make school zones safer for students walking and biking. In addition, many principals noted that school zone signs with flashing warnings were often broken – signage should be regularly tested to ensure that they effectively signal the presence of a school zone to drivers.

Action 4.5 Incorporate walking and biking criteria into school siting and redistricting processes

The location of a school compared to where students live has an enormous impact on whether students can and will walk and bicycle to school. School district redistricting and siting policies should include evaluating if and establishing criteria on how new boundaries would impact the ability of students to walk and bike to school, as well as the potential changes to safety bussing that would be required. Example school siting policies can be found at https://www.changelabsolutions.org/product/smart-school-siting.

Action	Timeline	Metric	Potential Partners	Engagement	Equity	Encouragement	Engineering	Education	Evaluation
Action 4.1 Evaluate safety busing policy for impacts to student walking and biking	0-2 years	Updated safety busing policies	Billings Public Schools		x	x			x
Action 4.2 Participate in discussion of school dismissal time policies	5-10 years	Updated school dismissal policies	Billings Public Schools		x	x			x
Action 4.3 Reevaluate "visual check" policy for students at dismissal	2-5 years	Updated student release policies	Billings Public Schools		x	x			x
Action 4.4 Consider decreasing standard school zone speed limits based on City Policy and State Law	2-5 years	School zone speed limit change	City of Billings		x	x	x		x
Action 4.5 Incorporate walking and biking criteria into school siting and redistricting processes	5-10 years	Updated school siting and redistricting processes	Billings Public Schools		x	x			

3. Project Recommendations

While programs and policies set the groundwork for more students to walk and bike to school safely and comfortably, infrastructure projects are what will make Billings roads safer and more attractive to students and their families. This section provides recommendations on locations where it is most important to improve the walking and biking in Billings for students and their families.

The following sections detail project locations per school, as well as pinpoint potential concerns for students walking and biking that were identified through site visits, stakeholder input, principal interviews, or staff comments. It should be noted that the exact project infrastructure proposed at the locations is not specified because additional engineering analysis will need to be conducted before a specific remedy can be proposed.

That said, **4. Infrastructure Toolbox** and, specifically, the Safety Infrastructure Tool Selection Matrix found on **page 104**, can and should be used to guide the selection of the safety infrastructure tool(s) that could be used. **Appendix B: School Summaries** provides additional summary information that was used to develop the project location recommendations, including preliminary proposed project infrastructure recommendations. **Appendix B: School Summaries** should be reviewed as projects locations move forward into the design phase.

3.1 Methodology

The Billings SRTS project team used a combination of methods to develop the project list. These methods included:

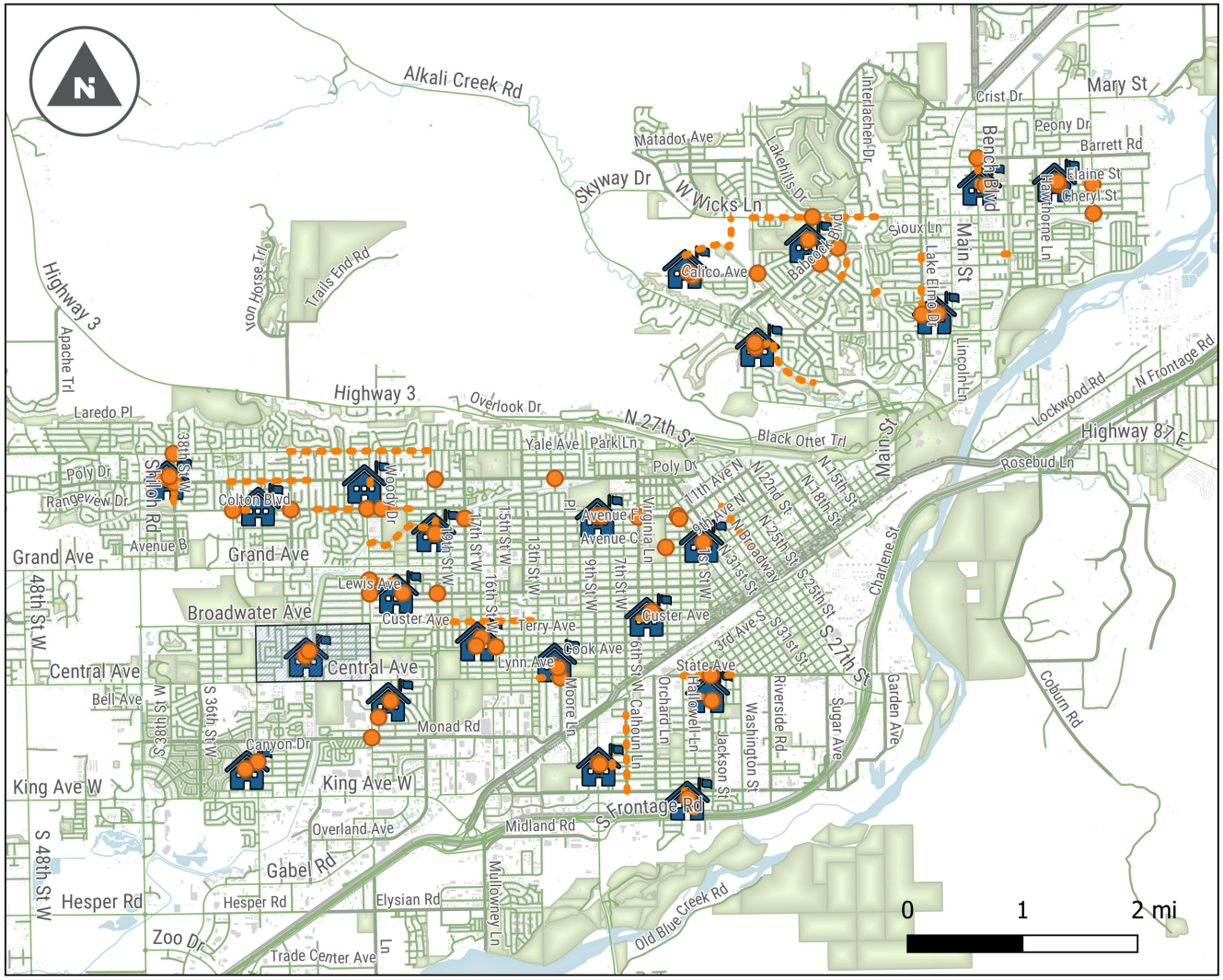
- **School site audits.** Toole Design, Billings MPO staff, and volunteers conducted site audits at all 22 elementary schools in Billings the week of September 20, 2022. These audits included interviews with school principals to ask about their concerns and observations on students getting to and from school, conversations with crossing guards, and walking audits of streets within a 1/2-mile radius of the school. All issues and observations from the walking audits were loaded into the Fulcrum mapping app, allowing project staff to categorize issues, leave comments, and take photos.
- **Online webmap.** In the fall of 2021, residents and stakeholders could input where they currently walk or bike, where they have identified issues, and where they see opportunities to encourage walking and biking to school. The webmap also had an introductory survey that asked respondents about their walking and biking habits, which school(s) they are affiliated with, and demographics. There were nearly 300 respondents who submitted 360 comments. A summary of the webmap results can be found in **Appendix C. Webmap Summary**.
- **2011 Safe Routes to School Plan.** The 2011 Plan was reviewed for projects to ensure that projects identified, but not yet completed, were moved forward into this effort if they were still applicable.
- **Billings MPO and City of Billings staff review.** Staff reviewed a draft project list to ensure that the list offered an appropriate level of detail about the project and that all proposed projects were feasible in the proposed time frame. Some projects were also added or removed during this review phase.
- **Project Oversight Committee (POC) Review.** The POC reviewed a draft project list to offer additional knowledge about specific project that may increase its ability to be implemented and/or garner support from the school and community.

3.2 How to Use This Chapter

Each of the 22 elementary schools has a cover page with a photo of the school, an existing conditions map showing existing sidewalks, shared use paths, pedestrian/bike crashes in the area, proposed improvements from other plans, and a heatmap of student addresses as of the 2021-2022 school year. The following proposed projects map shows areas of concern as either a line, a point, or an area. Each project area has a number that corresponds with the table below. Projects are numbered for identification only; numbers do not indicate implementation priority. The table below the map shows what observed and reported safety concerns there are in each area.

The types of concerns in each area can then be matched with the infrastructure toolkit in Chapter 4 to determine potential infrastructure interventions to improve these areas. Not every tool will be applicable to every location.

As discussed further in Chapter 5, upon adoption of this plan, the City of Billings Engineering Division will conduct additional internal analysis to determine what types of projects will be implemented in each location. While exact interventions may change

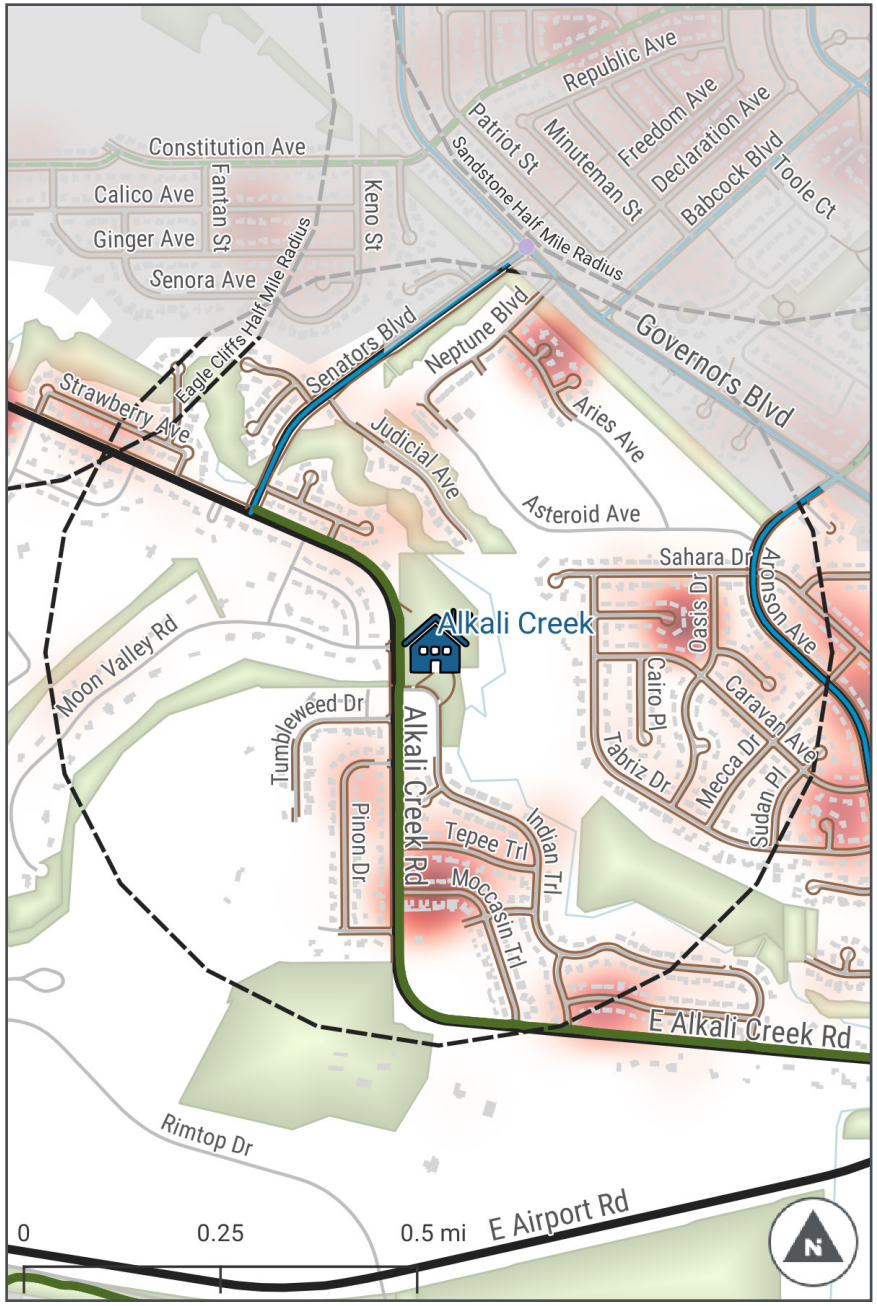


from those identified in Appendix B, the City of Billings Engineering Division is committed to carefully considering each location to make it safer for children to walk and bike to school.

3.3 Project List and School-Specific Project Location Recommendations

The following is an all-inclusive list, by school, of the projects identified for Billings SRTS. The map to the left shows the locations of all the projects. The following pages detail school specific locations and projects.

Alkali Creek



Key Safety and Mobility Considerations for Alkali Creek Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

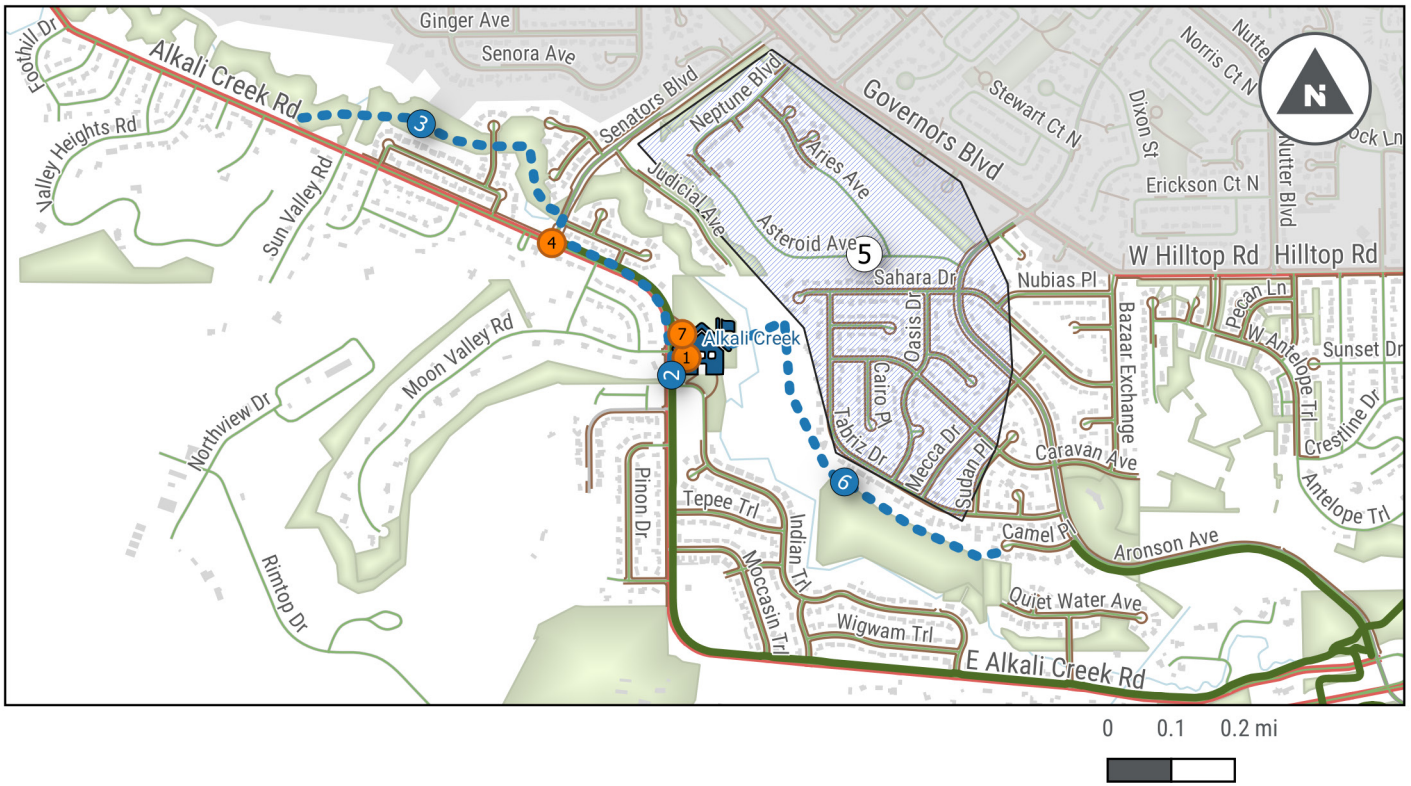
Existing

- Shared Use Path
- Existing Bike Lane
- Sidewalk

Proposed

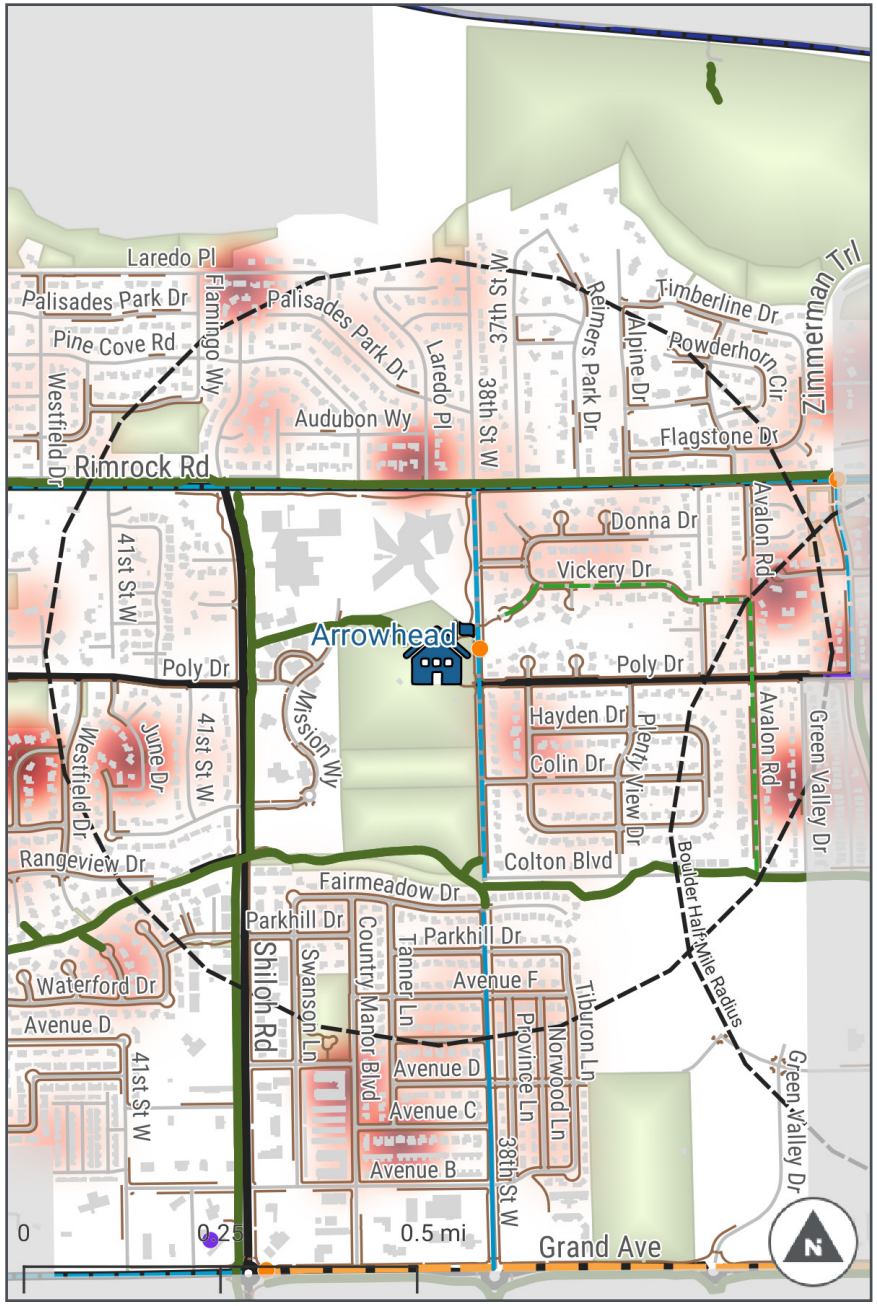
- Bike Lane

Proposed Safe Routes to School Projects for Alkali Creek Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Parking Procedures			x	x		x		x	x			
2	Crossing Improvement							x					
3	Sidewalk/Side path				x	x					x		
4	Crossing Improvement	x	x	x	x				x	x			
5	Safety Busing				x	x							
6	Shared Use Path				x	x							x
7	Bicycle Parking					x							

Arrowhead



Key Safety and Mobility Considerations for Arrowhead Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

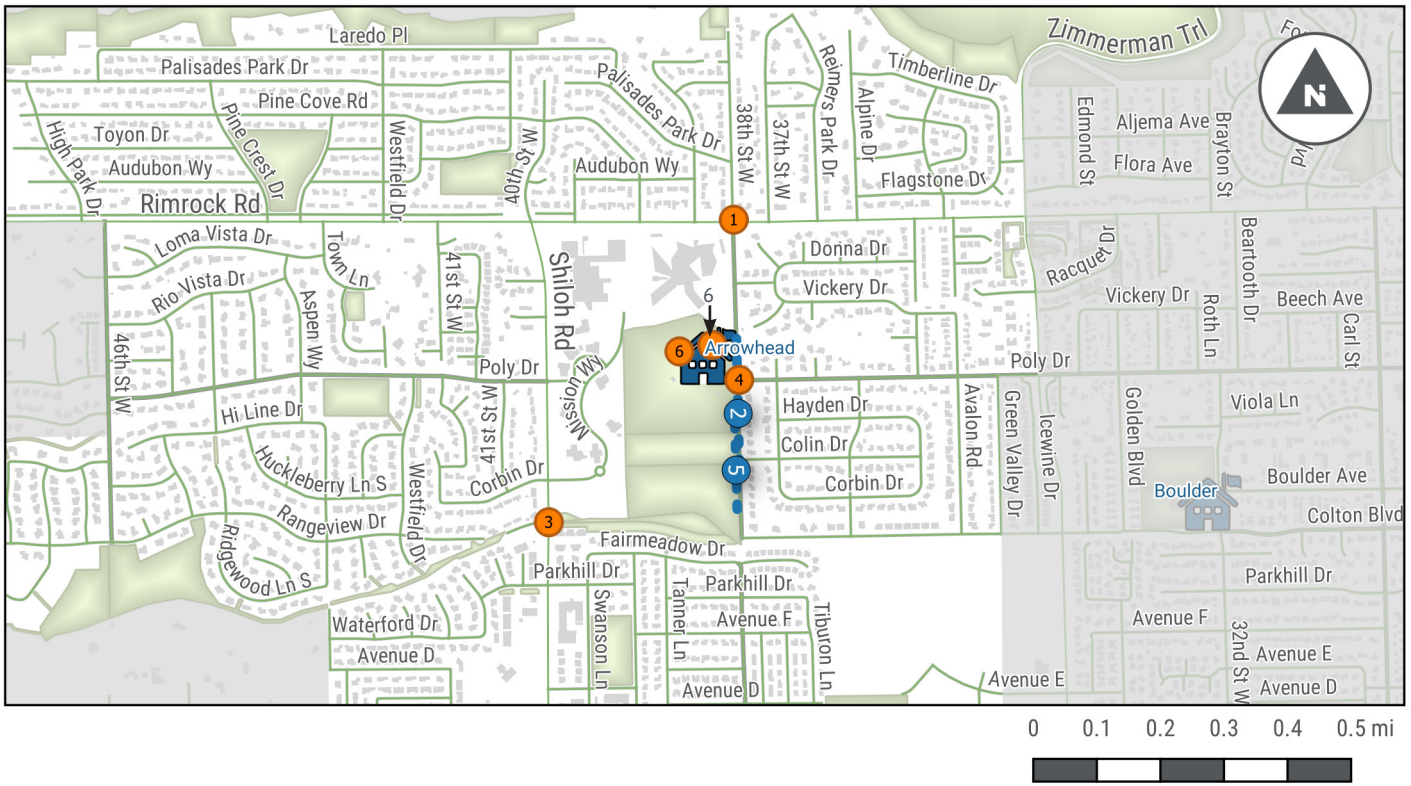
Existing

- Shared Use Path
- Existing Bike Lane
- Existing Shared Lane
- Sidewalk

Proposed

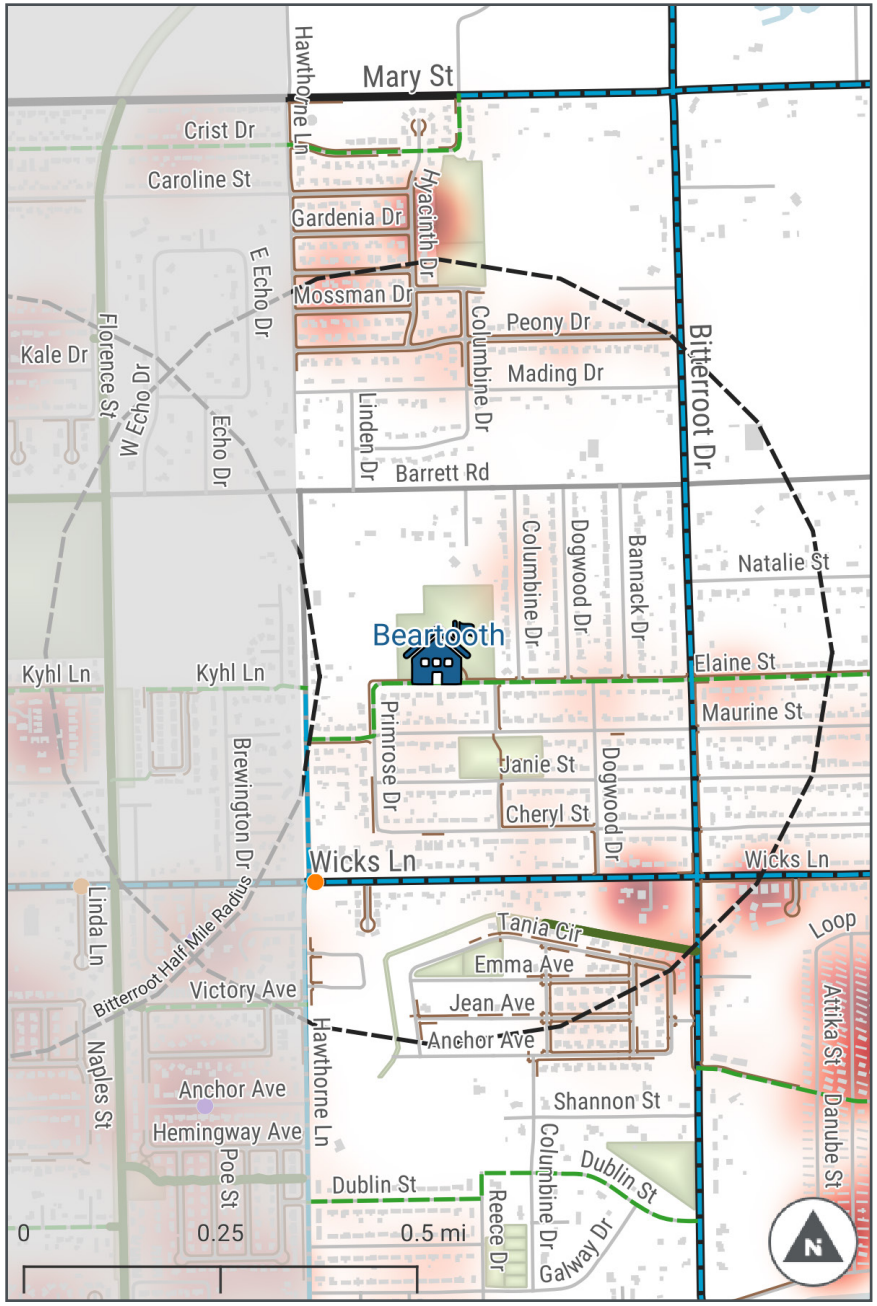
- Neighborhood Bikeway
- Bike Lane

Proposed Safe Routes to School Projects for Arrowhead Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Crossing	x	x		x	x				x			
2	Arrival/Dismissal Behavior				x	x						x	
3	Crossing				x	x							
4	Crossing				x	x				x			
5	Sidewalk/Sidepath				x	x					x		
6	Bicycle Parking (2 locations)					x							

Beartooth



Key Safety and Mobility Considerations for Beartooth Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

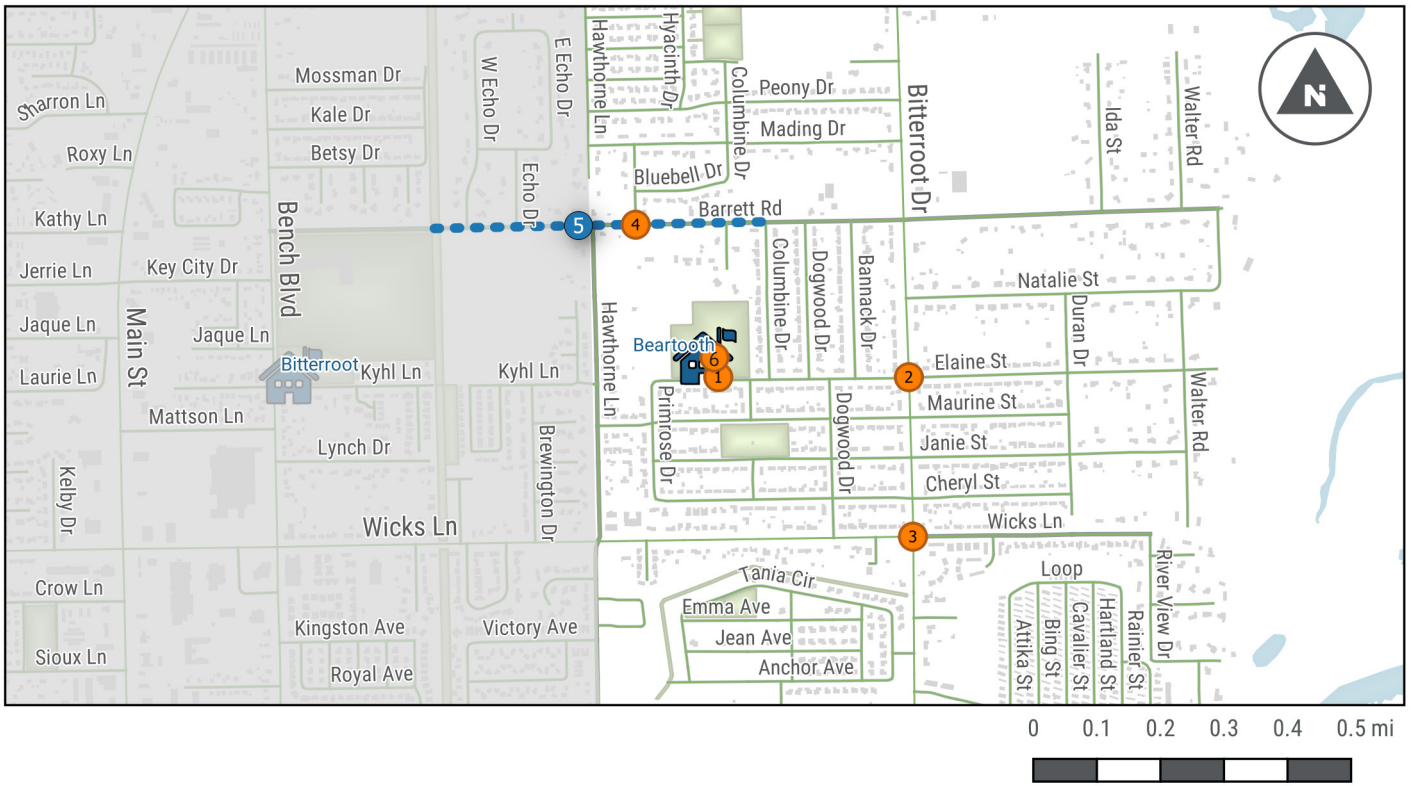
Existing

- Shared Use Path
- Sidewalk

Proposed

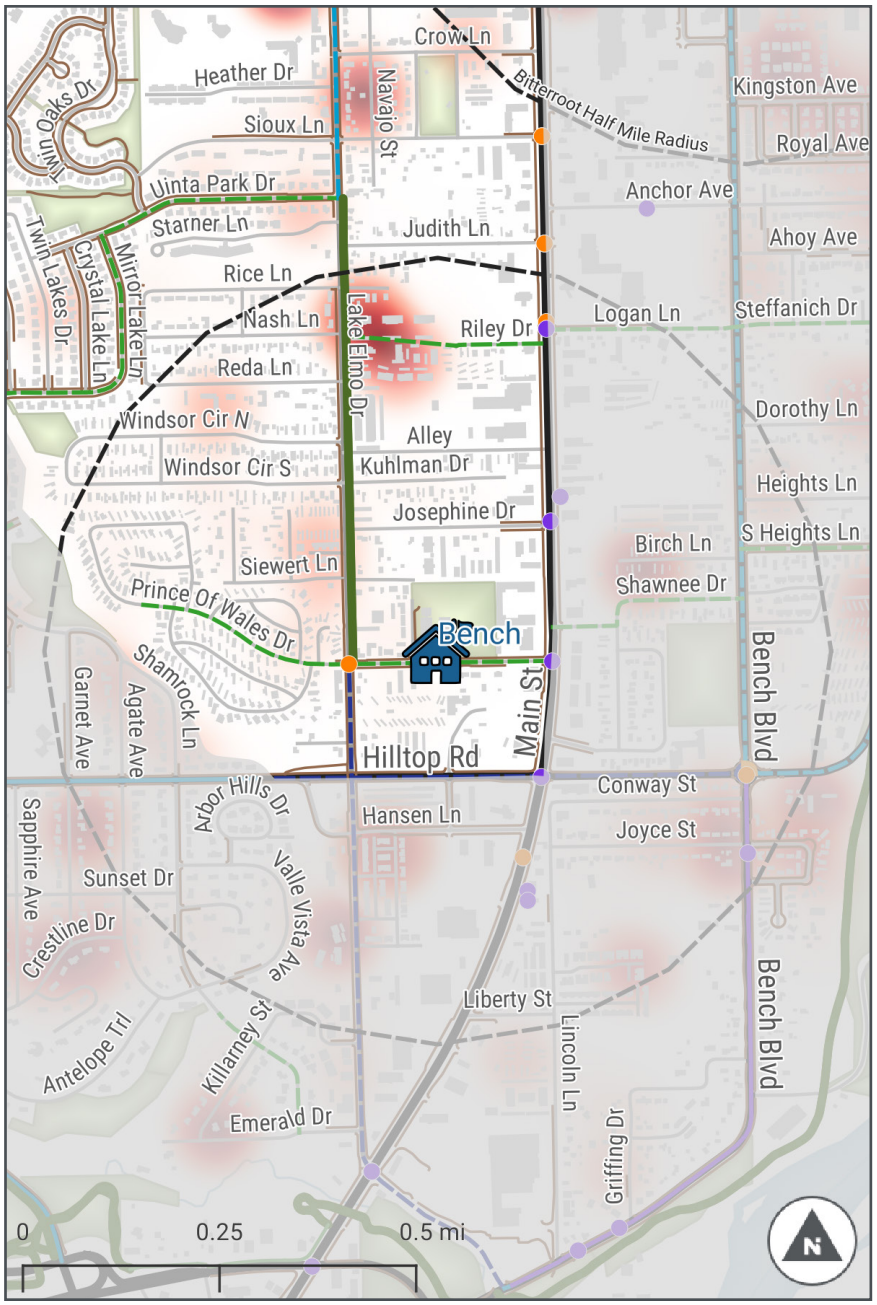
- Neighborhood Bikeway
- Bike Lane

Proposed Safe Routes to School Projects for Beartooth Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Parking Procedures			x	x	x		x				x	
2	Crossing				x					x			
3	Crossing	x			x					x			
4	Crossing				x								
5	Sidewalk/Sidepath				x						x		
6	Bicycle Parking					x							

Bench
505
BILLINGS
BENCH
SCHOOL



Key Safety and Mobility Considerations for Bench Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

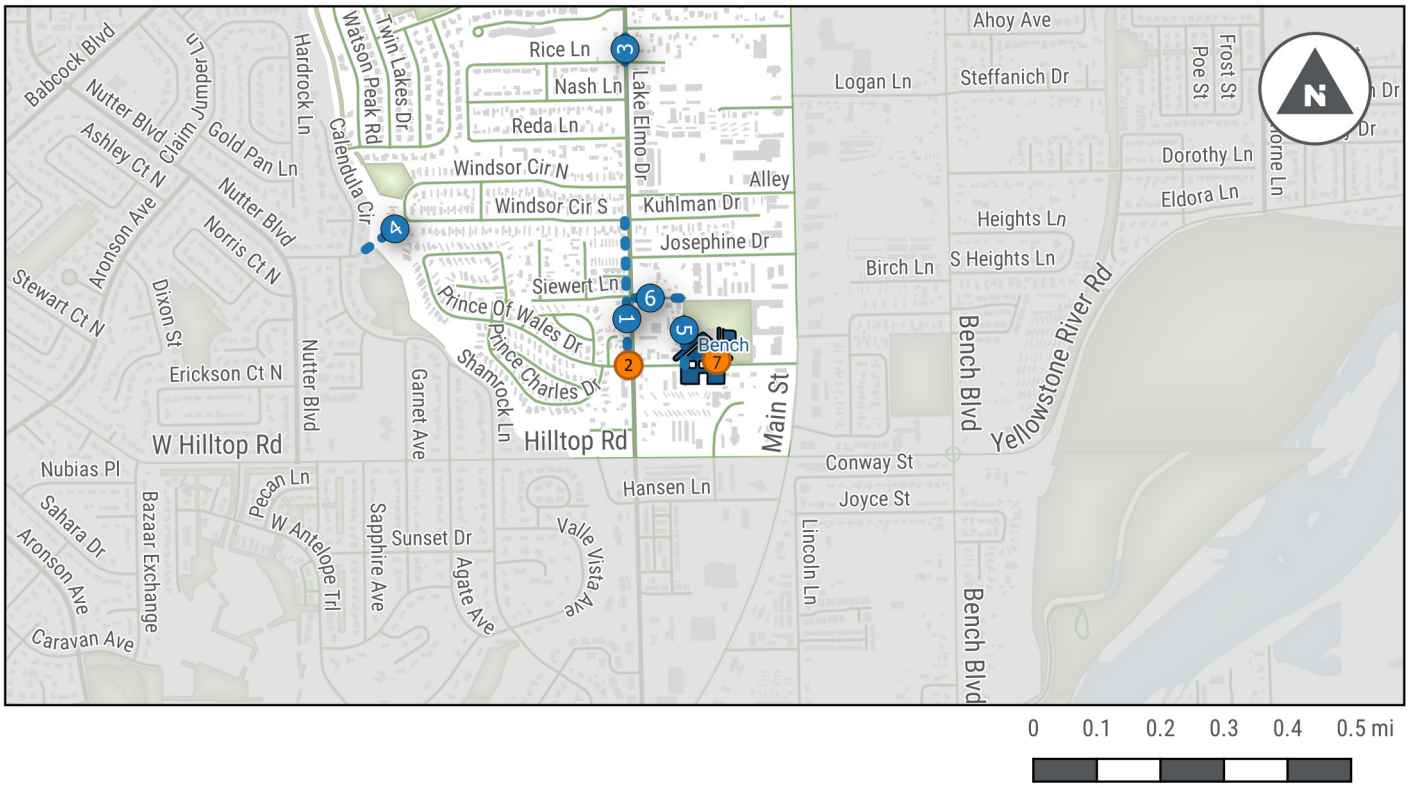
Existing

- Shared Use Path
- Existing Bike Lane
- Existing Shared Lane
- Sidewalk

Proposed

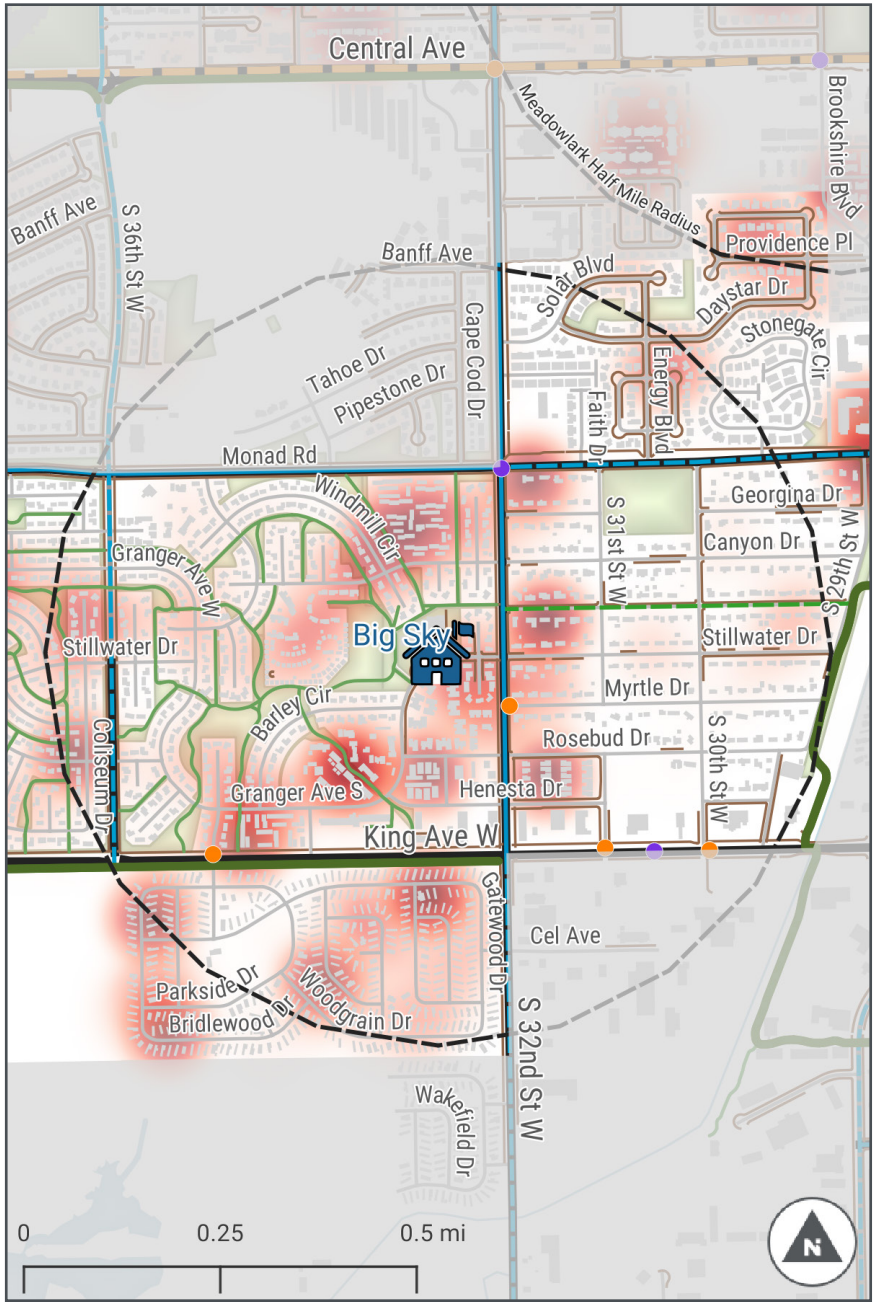
- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Visionary Long Range Bikeway

Proposed Safe Routes to School Projects for Bench Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Sidewalk/Sidepath	x			x						x		
2	School Zone Signage	x			x								
3	Sidewalks				x						x		
4	Shared Use Path				x	x							x
5	Sidewalks				x						x		
6	Shared Use Path				x	x							x
7	Bicycle Parking					x							

Big Sky
BIG SKY
ELEMENTARY
SCHOOL



Key Safety and Mobility Considerations for Big Sky Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

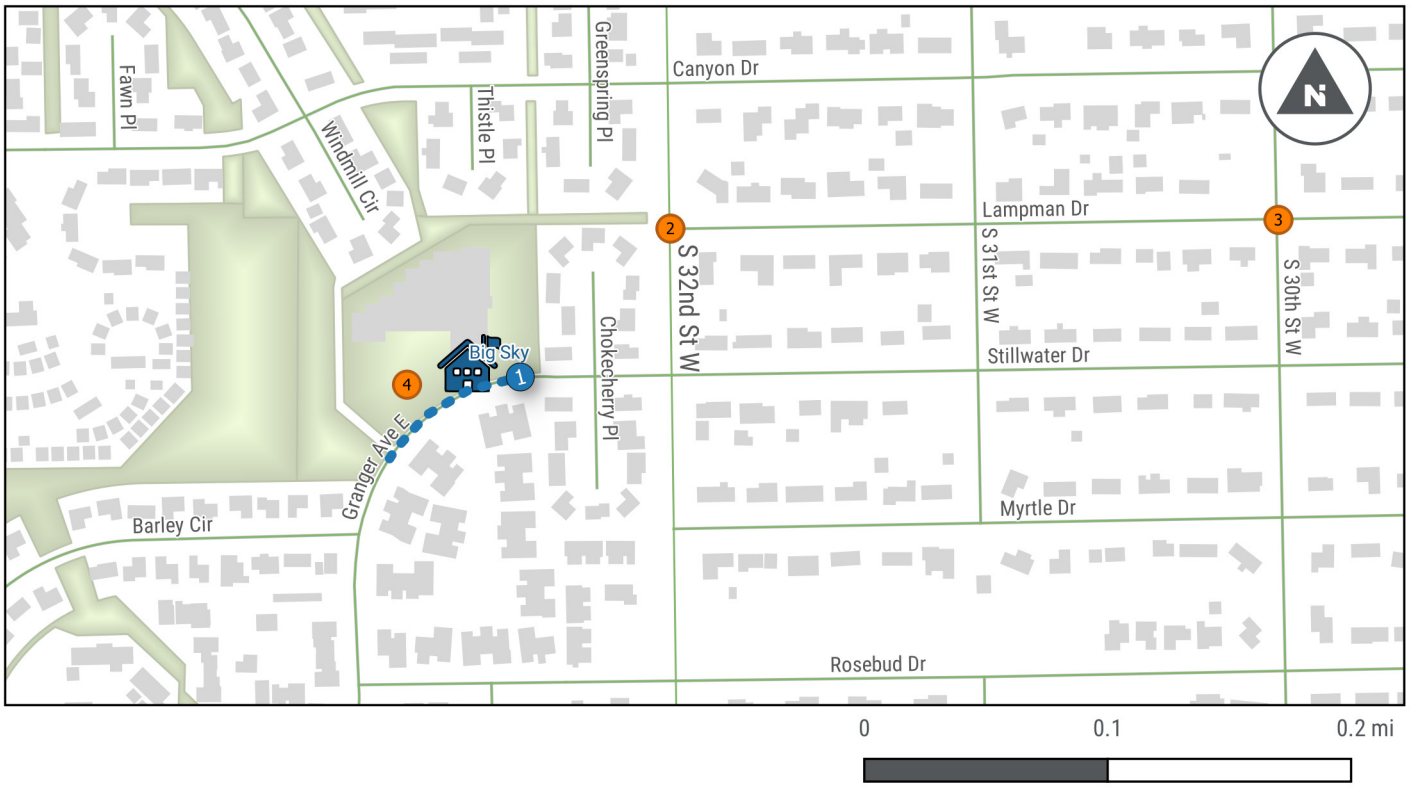
Existing

- Shared Use Path
- Existing Bike Lane
- Sidewalk

Proposed

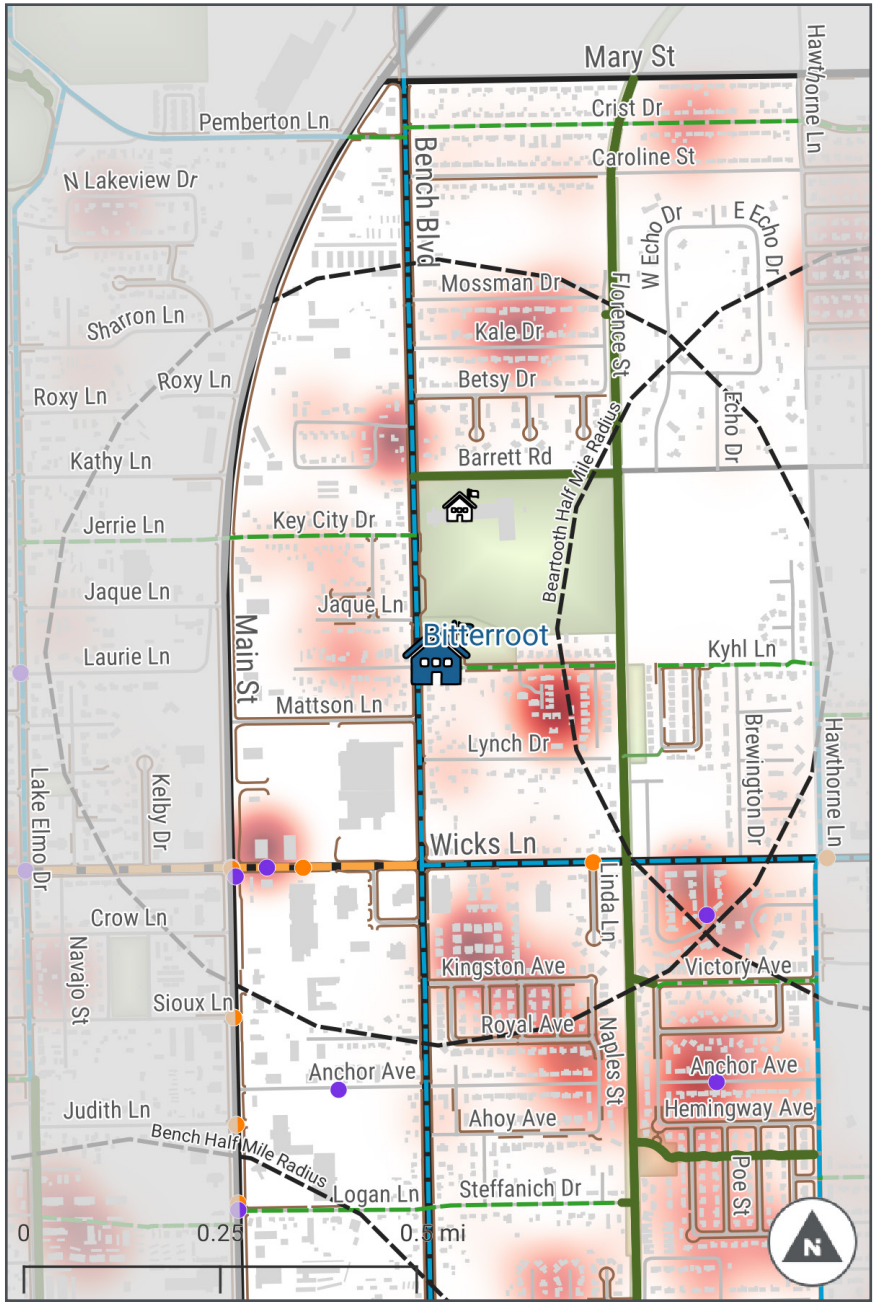
- Neighborhood Bikeway
- Bike Lane

Proposed Safe Routes to School Projects for Big Sky Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Arrival/Dismissal Behavior				x	x		x					
2	Crossing				x	x				x			
3	Crossing				x	x				x			
4	Bicycle Parking					x							

Bitterroot



Key Safety and Mobility Considerations for Bitterroot Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

Existing

- Shared Use Path
- Sidewalk

Proposed

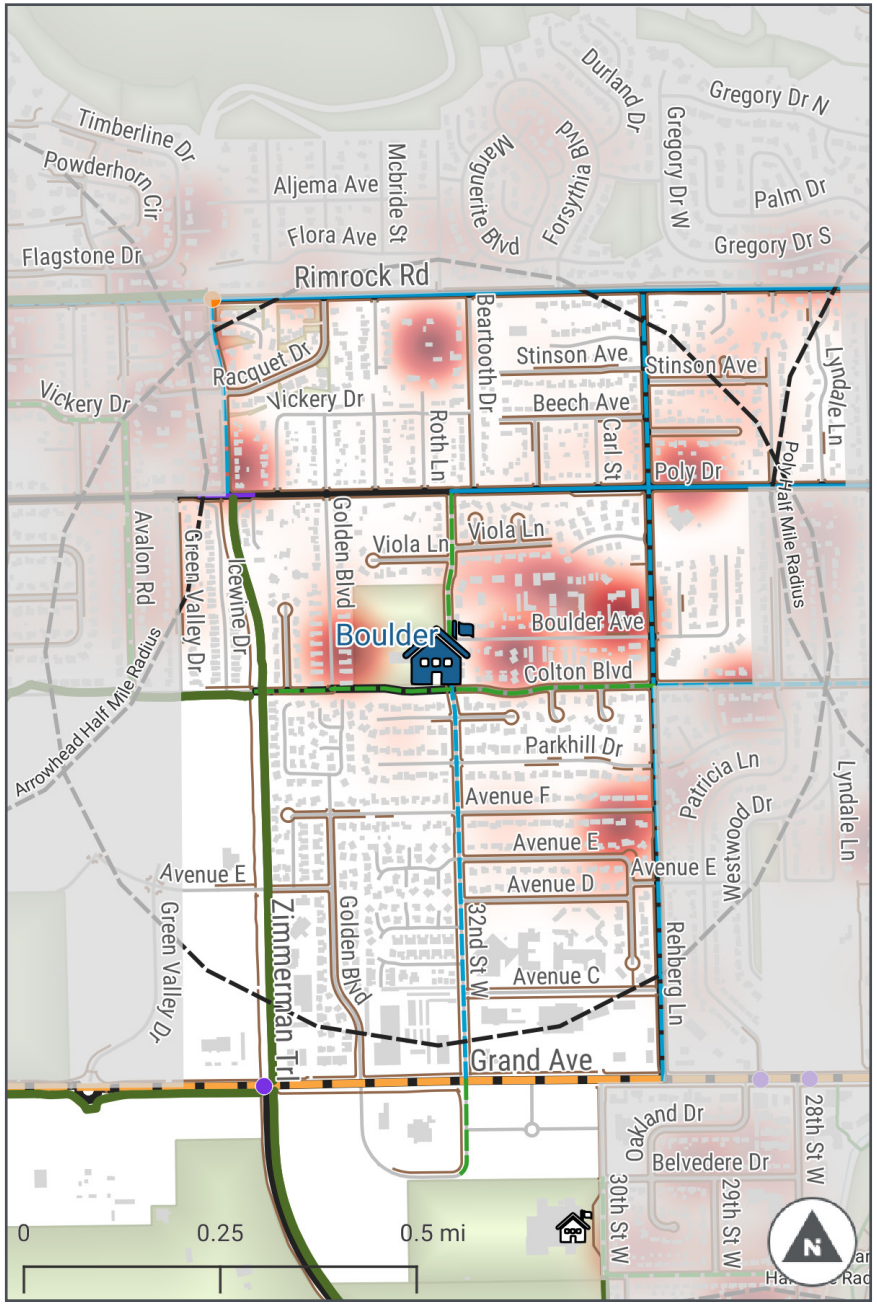
- Neighborhood Bikeway
- Bike Lane
- Visionary Long Range Bikeway

Proposed Safe Routes to School Projects for Bitterroot Elementary

Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Arrival/Dismissal Behavior				x	x		x					
2	Sidewalk				x						x		
3	Crossing		x		x		x			x			
4	Trail Connections					x	x						x
5	Sidewalk/Sidepath				x	x					x		
6	Bicycle Parking					x							

Boulder

NO PARKING ANY TIME
NO PARKING
LOADING & UNLOADING PASSENGERS
8AM-4PM
BOULDER AVE SCHOOL
2202
BOULDER ELEMENTARY



Key Safety and Mobility Considerations for Boulder Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

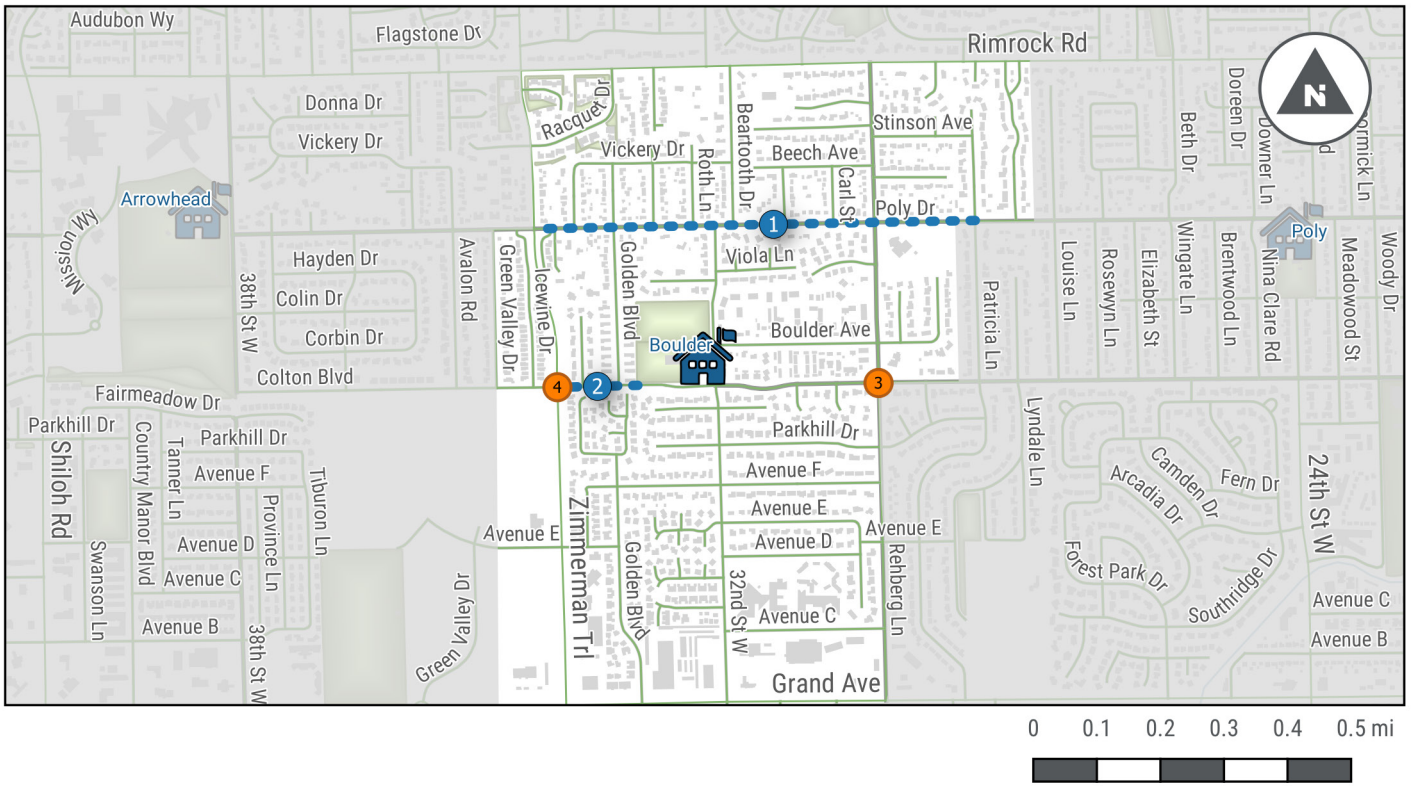
Existing

- Shared Use Path
- Existing Bike Lane
- Existing Shared Lane
- Sidewalk

Proposed

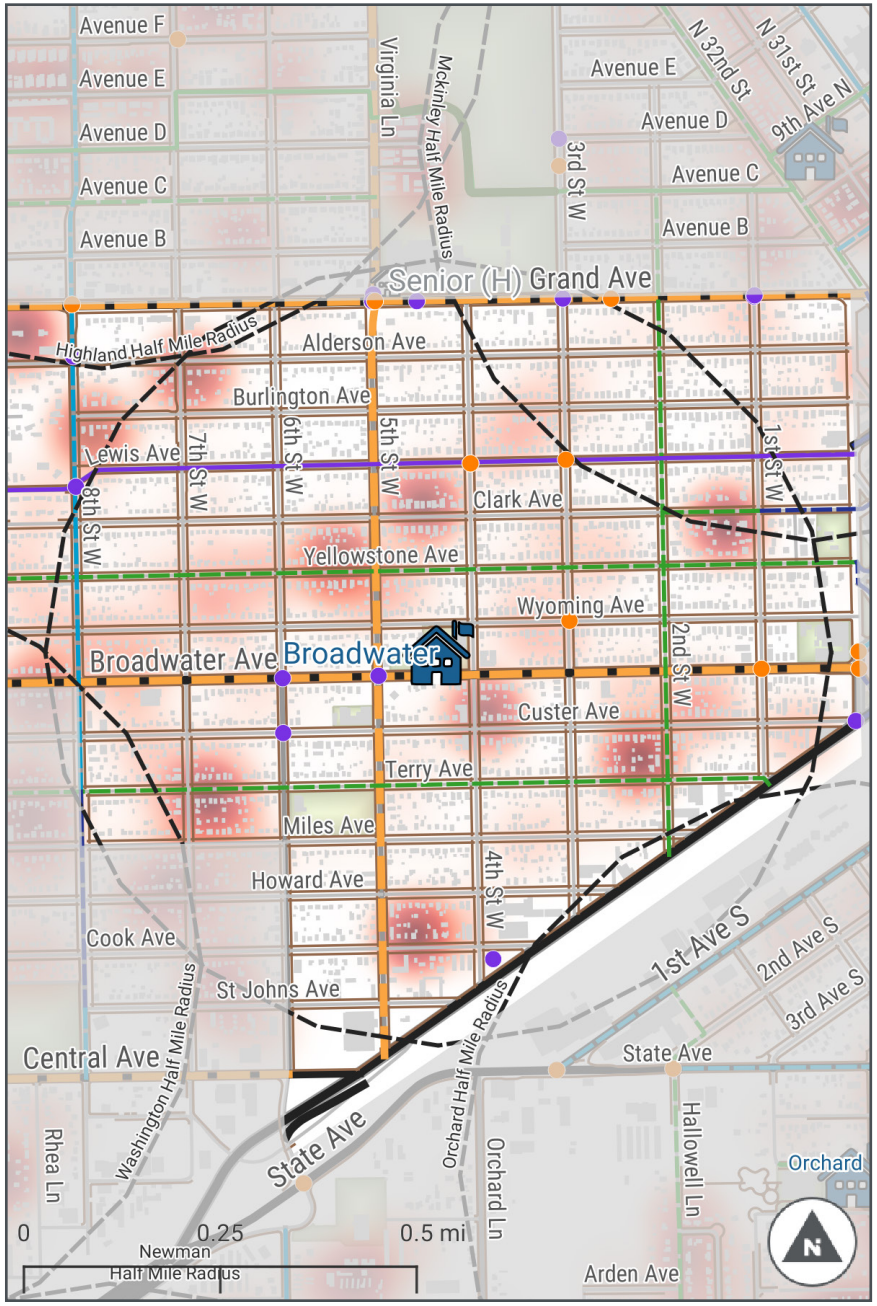
- Neighborhood Bikeway
- Bike Lane

Proposed Safe Routes to School Projects for Boulder Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Speeding	x			x	x							
2	Connectivity				x	x							x
3	Crossing	x	x	x	x								
4	Crossing		x		x					x			

Broadwater



Key Safety and Mobility Considerations for Broadwater Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

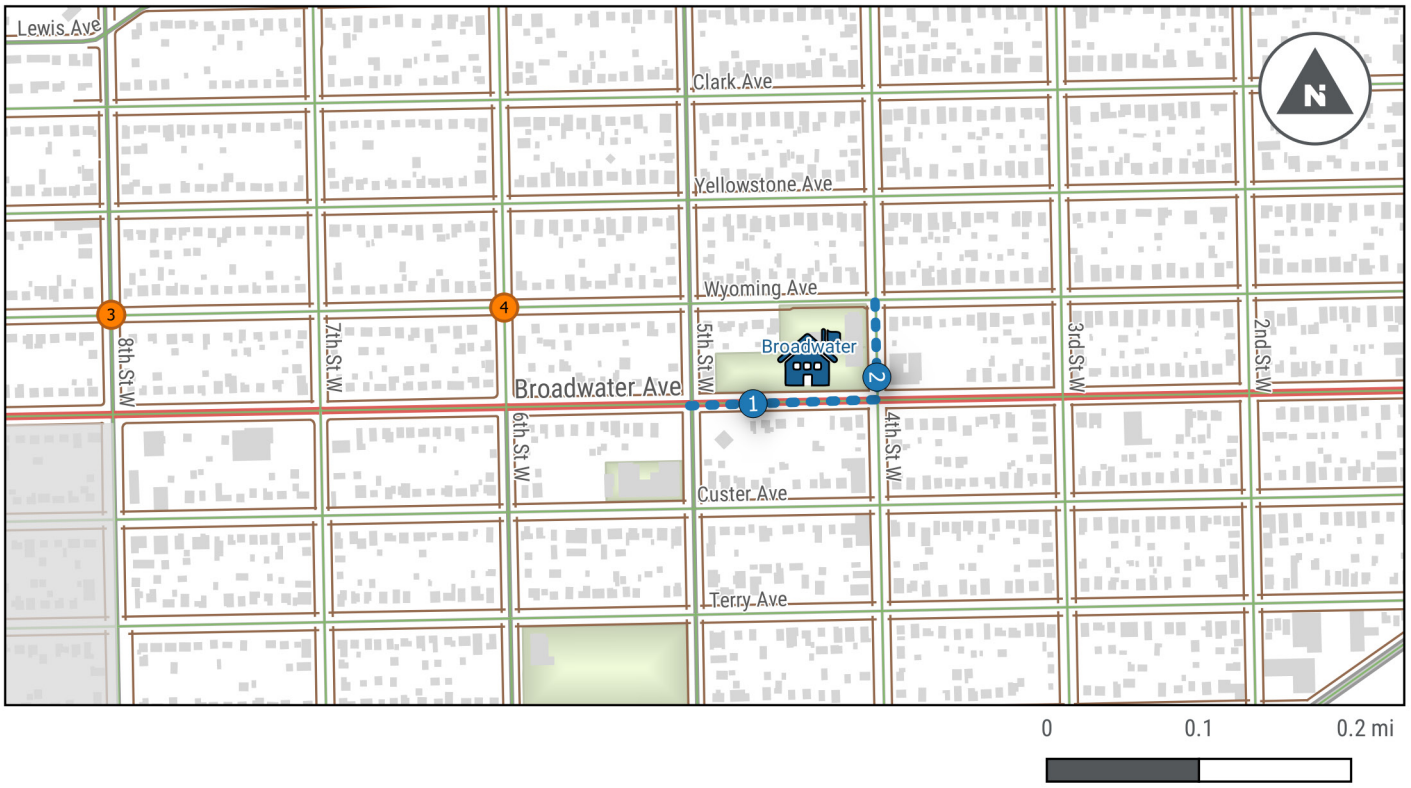
Existing

- Existing Shared Lane
- Sidewalk

Proposed

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

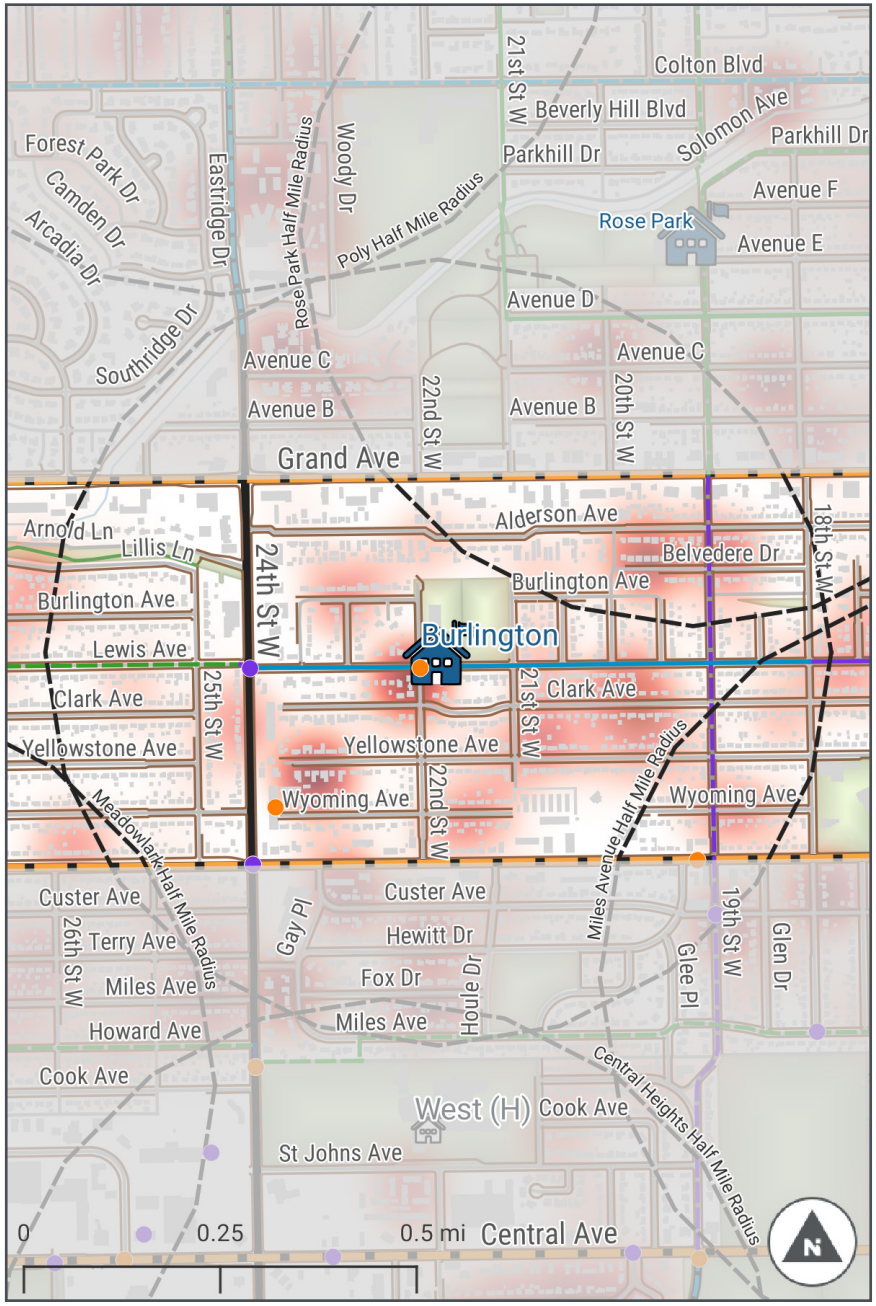
Proposed Safe Routes to School Projects for Broadwater Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location										
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Speeding	x			x	x							
2	Arrival/Dismissal Behavior				x	x						x	
3	Crossing				x					x			
4	Crossing				x					x			

Burlington

BURLINGTON SCHOOL
2135
Burlington Elementary
APRIL 4. 14-15 NO SCHOOL
BLANKET DRIVE FOR
THE ANIMAL SHELTER



Key Safety and Mobility Considerations for Burlington Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

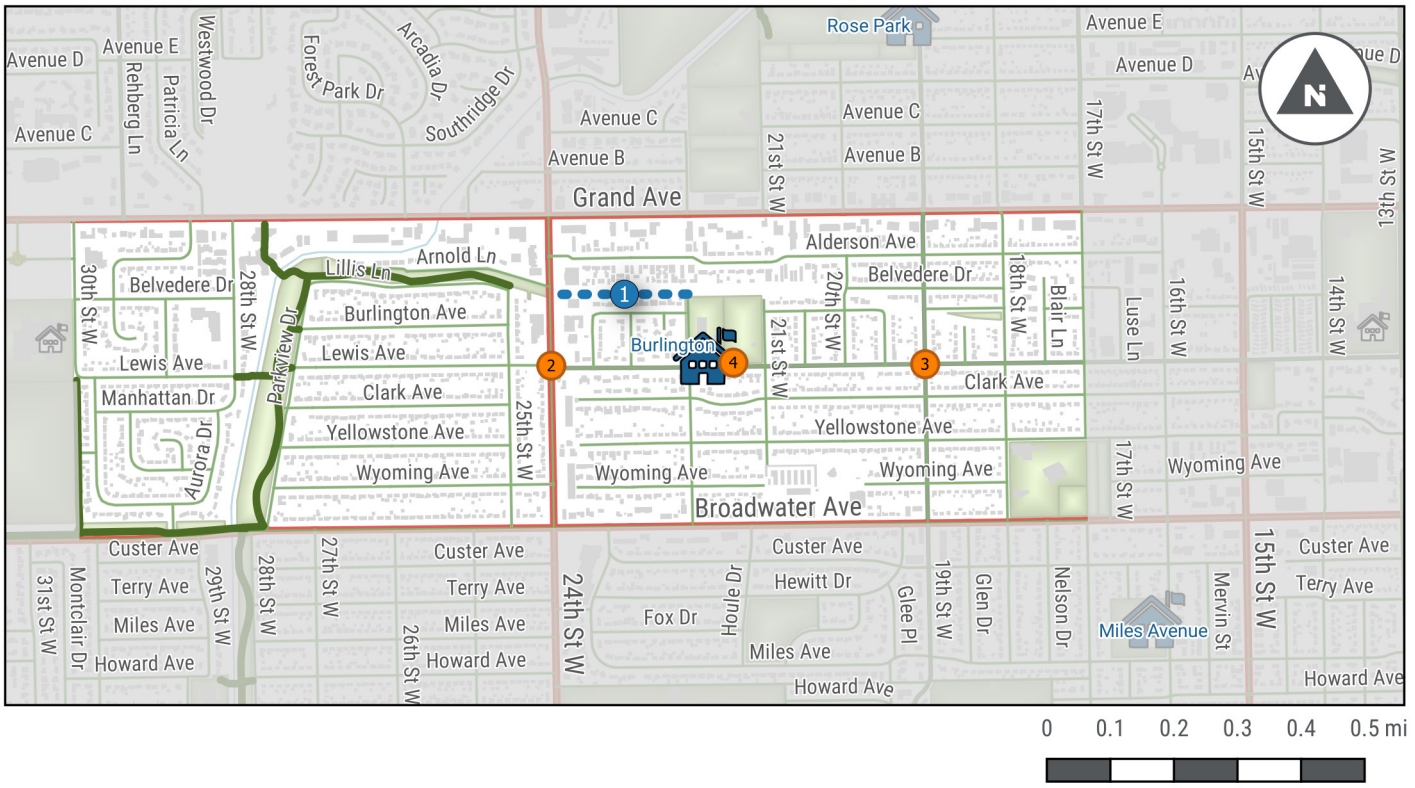
Existing

- Existing Bike Lane
- Existing Shared Lane
- Sidewalk
- Neighborhood Bikeway

Proposed

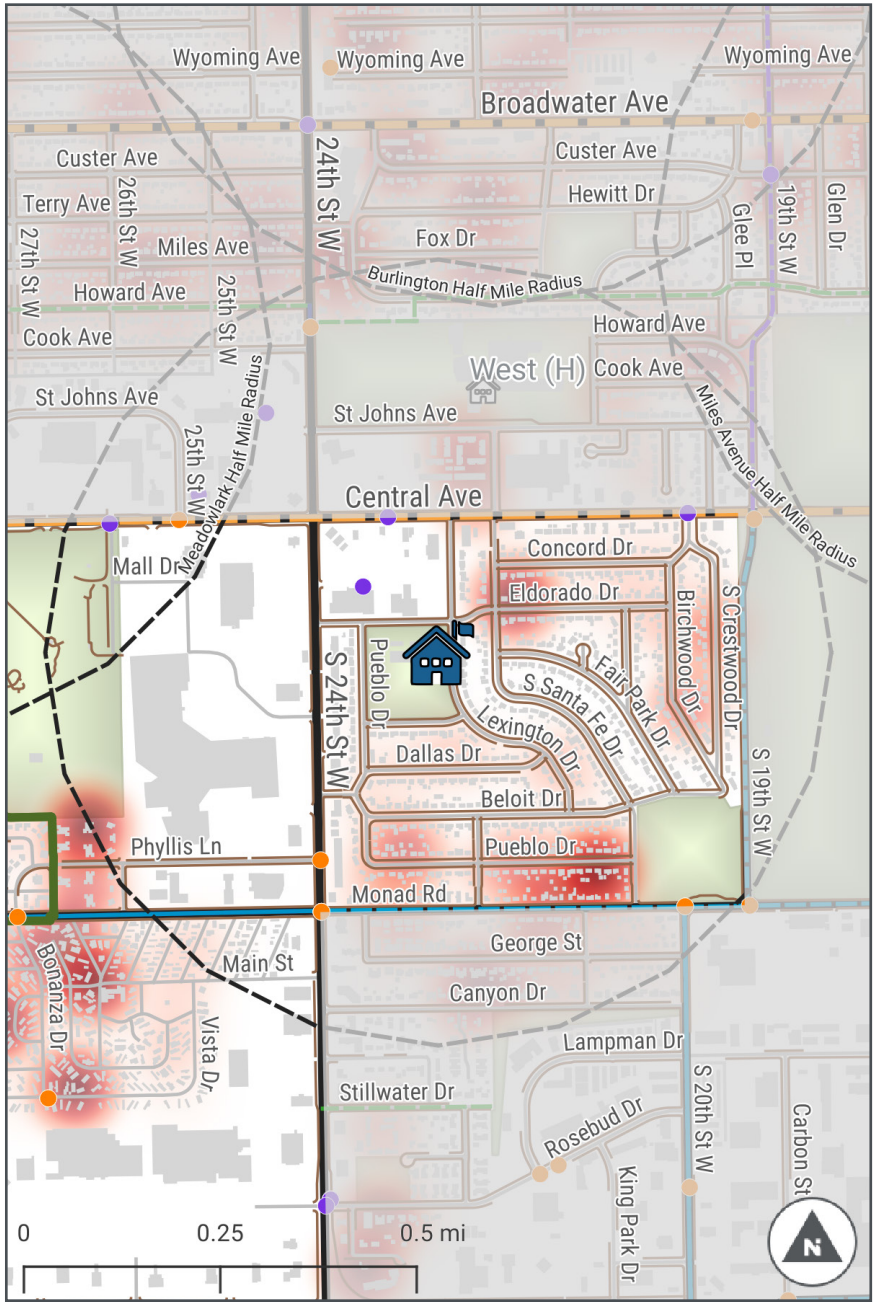
- Neighborhood Bikeway
- Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

Proposed Safe Routes to School Projects for Burlington Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Trail/Path				x	x							x
2	Crossing			x						x			
3	Crossing									x			
4	Bicycle parking					x							

Central Heights



Key Safety and Mobility Considerations for Central Heights Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

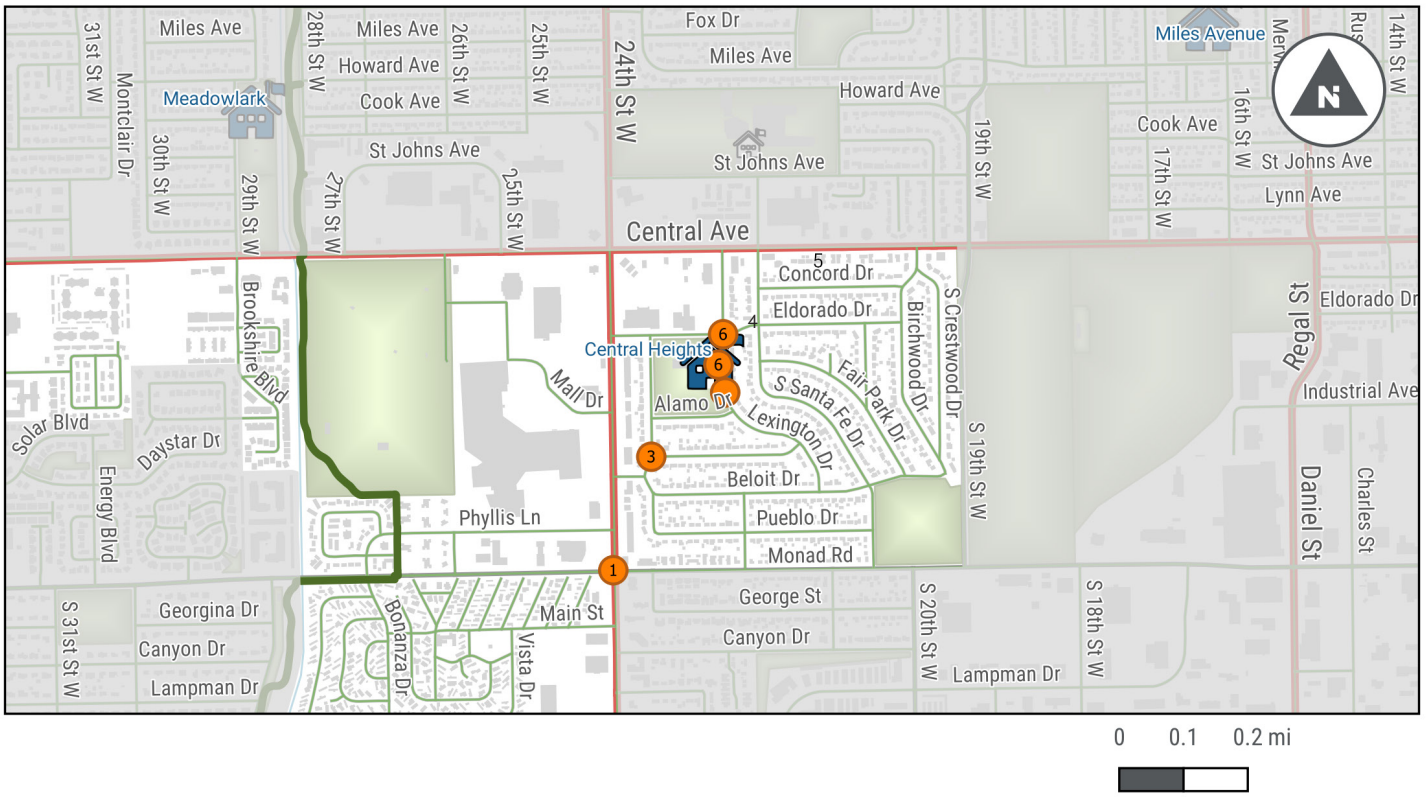
Existing

- Existing Bike Lane

Proposed

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

Proposed Safe Routes to School Projects for Central Heights Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
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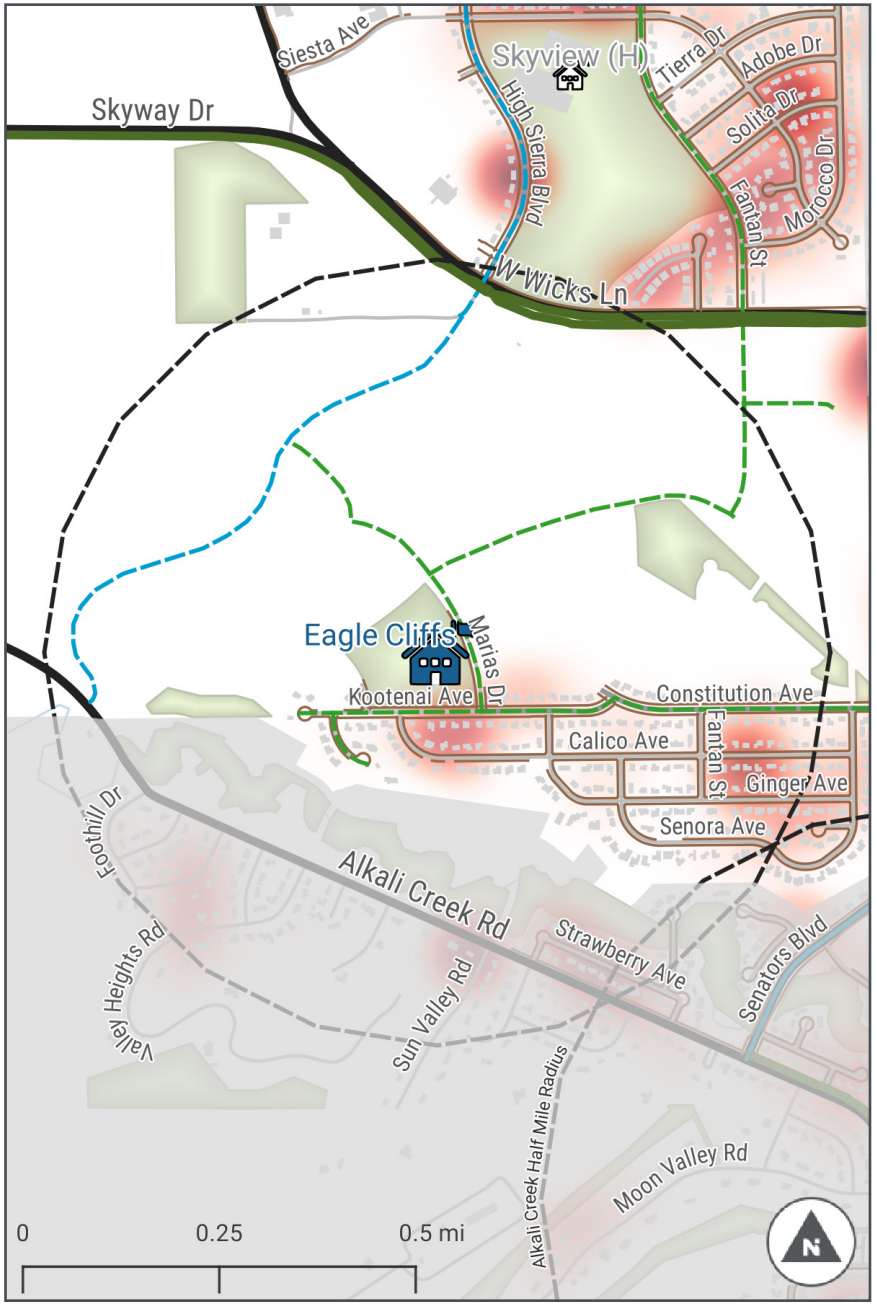
1	Crossing		x		x								
2	Arrival/Dismissal Behavior				x	x						x	
3	Accessibility				x								
4	Crossing		x		x	x				x			
5	Crossing		x		x	x				x			
6	Bicycle Parking					x							

Eagle Cliffs



Key Safety and Mobility Considerations for Eagle Cliffs Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Speed Limit 35 mph or Greater

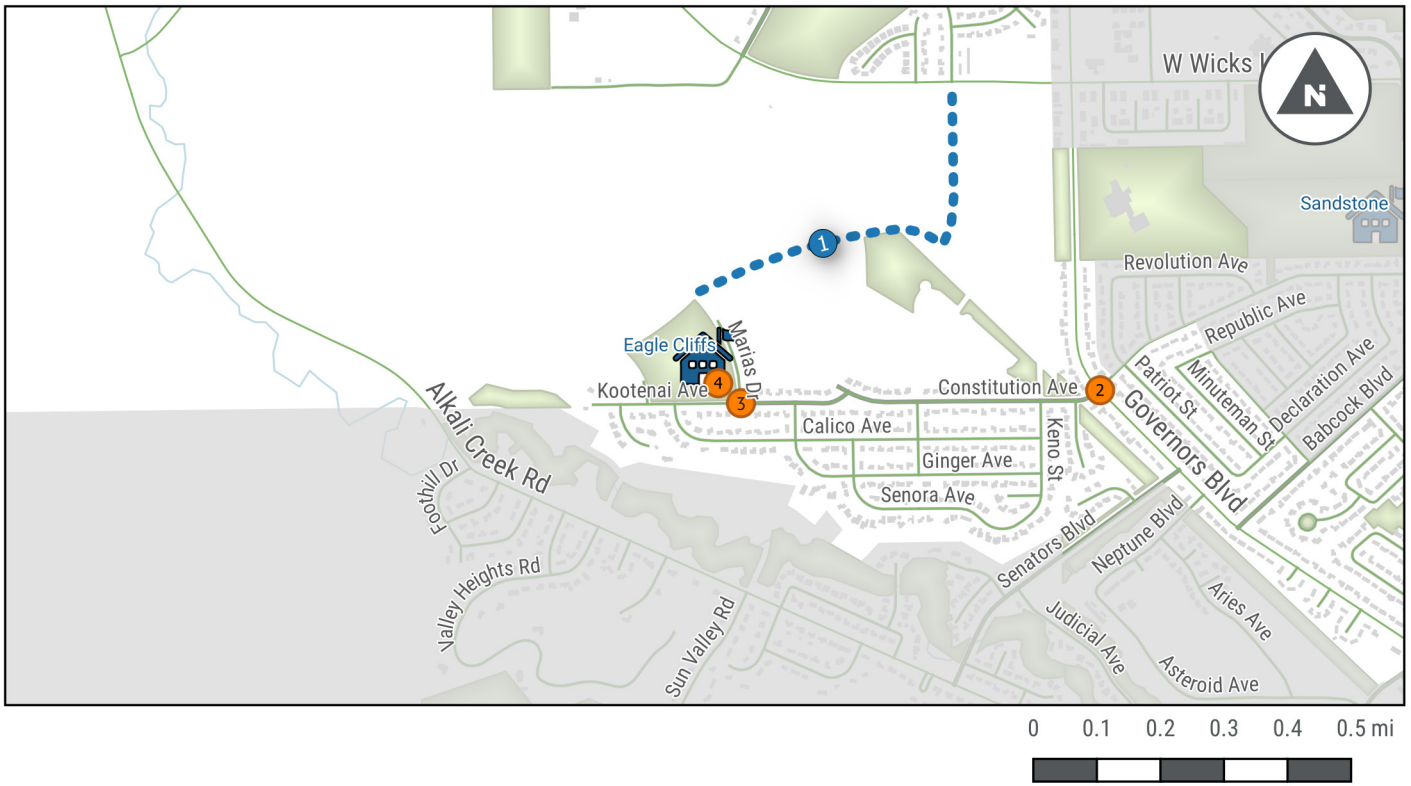
Existing

- Shared Use Path
- Sidewalk

Proposed

- Neighborhood Bikeway
- Bike Lane

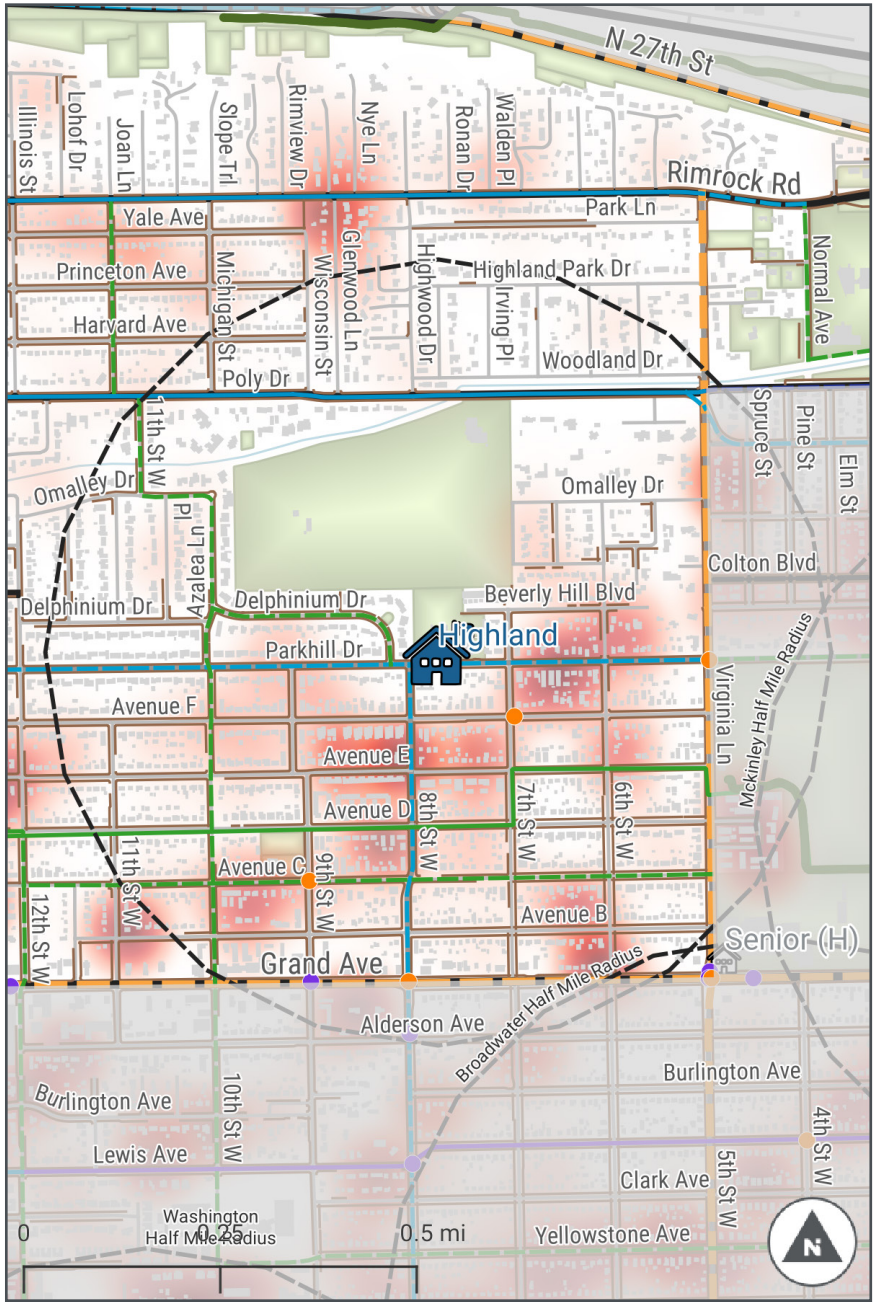
Proposed Safe Routes to School Projects for Eagle Cliffs Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Trail/Path				x	x							x
2	Crossing			x						x			
3	Crossing				x	x							
4	Bicycle Parking					x							

Highland

HIGHLAND
KINDERGARTEN
REGISTRATION OPEN
NO SCHOOL APRIL 4 14 15



Key Safety and Mobility Considerations for Highland Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

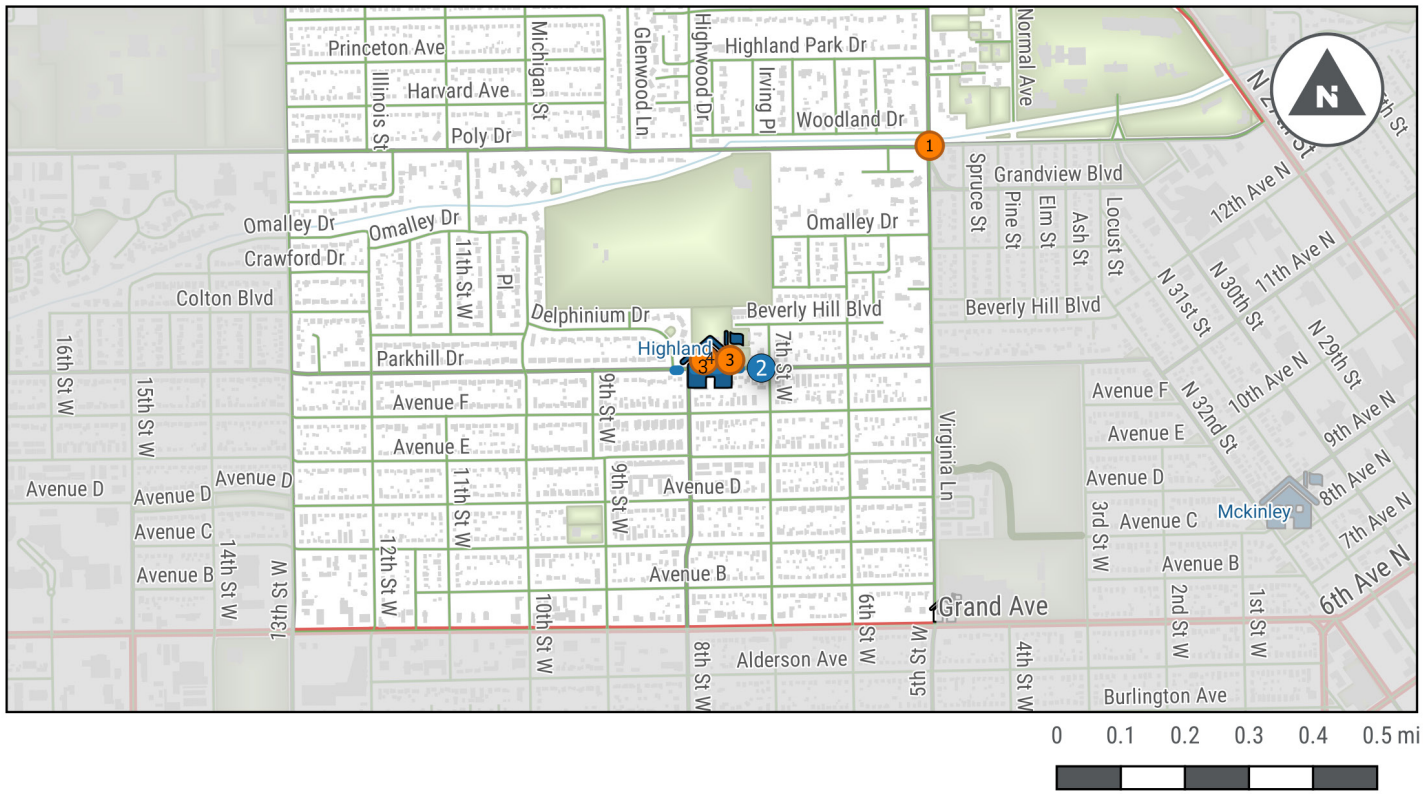
Existing

- Shared Use Path
- Existing Bike Lane
- Sidewalk
- Neighborhood Bikeway

Proposed

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Visionary Long Range Bikeway

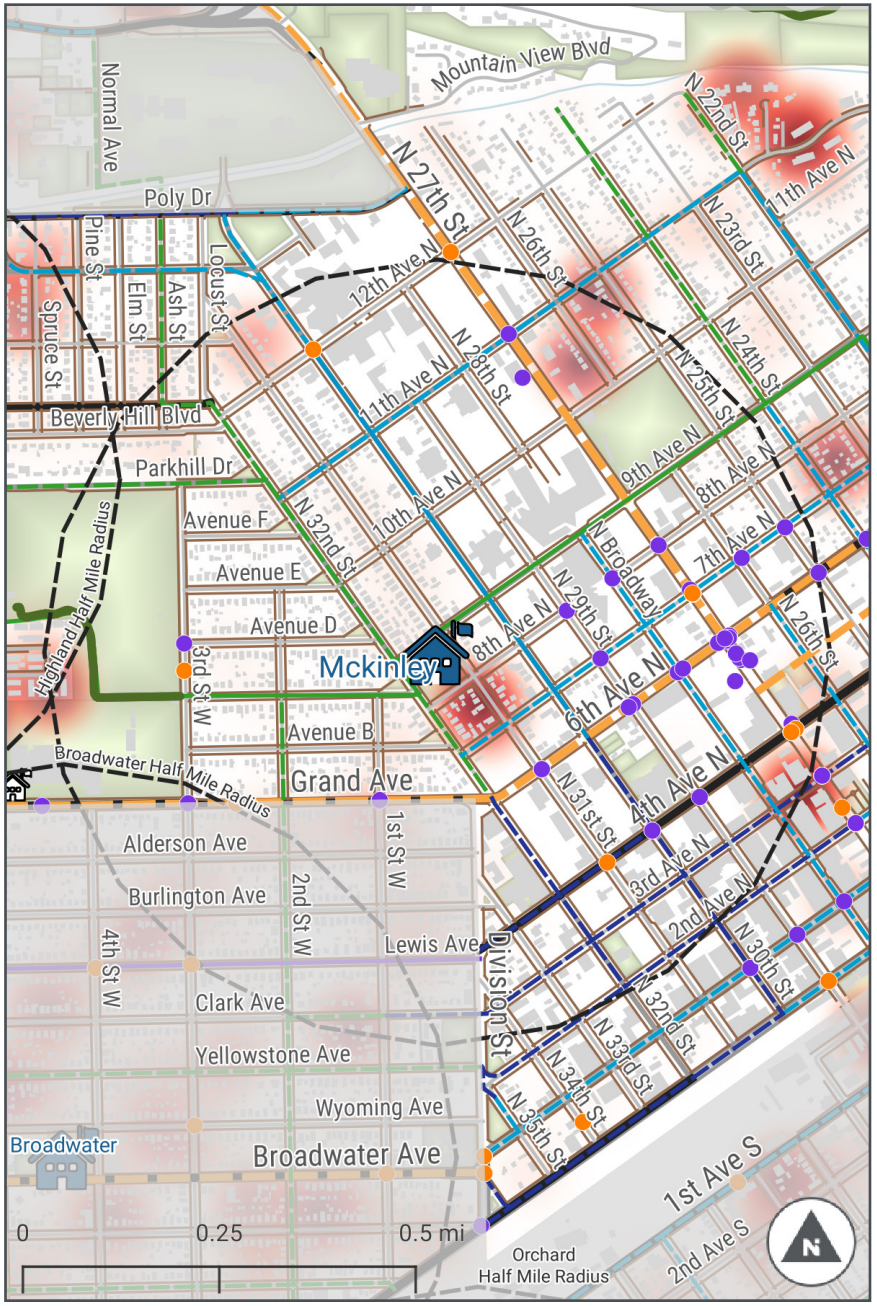
Proposed Safe Routes to School Projects for Highland Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Crossing				x								
2	Arrival/Dismissal Behavior							x				x	
3	Bicycle Parking					x							

McKinley

McKINLEY ELEMENTARY SCHOOL
EST. 1906
KINDERGARTEN ENROLLMENT HAPPENING NOW



Key Safety and Mobility Considerations for McKinley Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

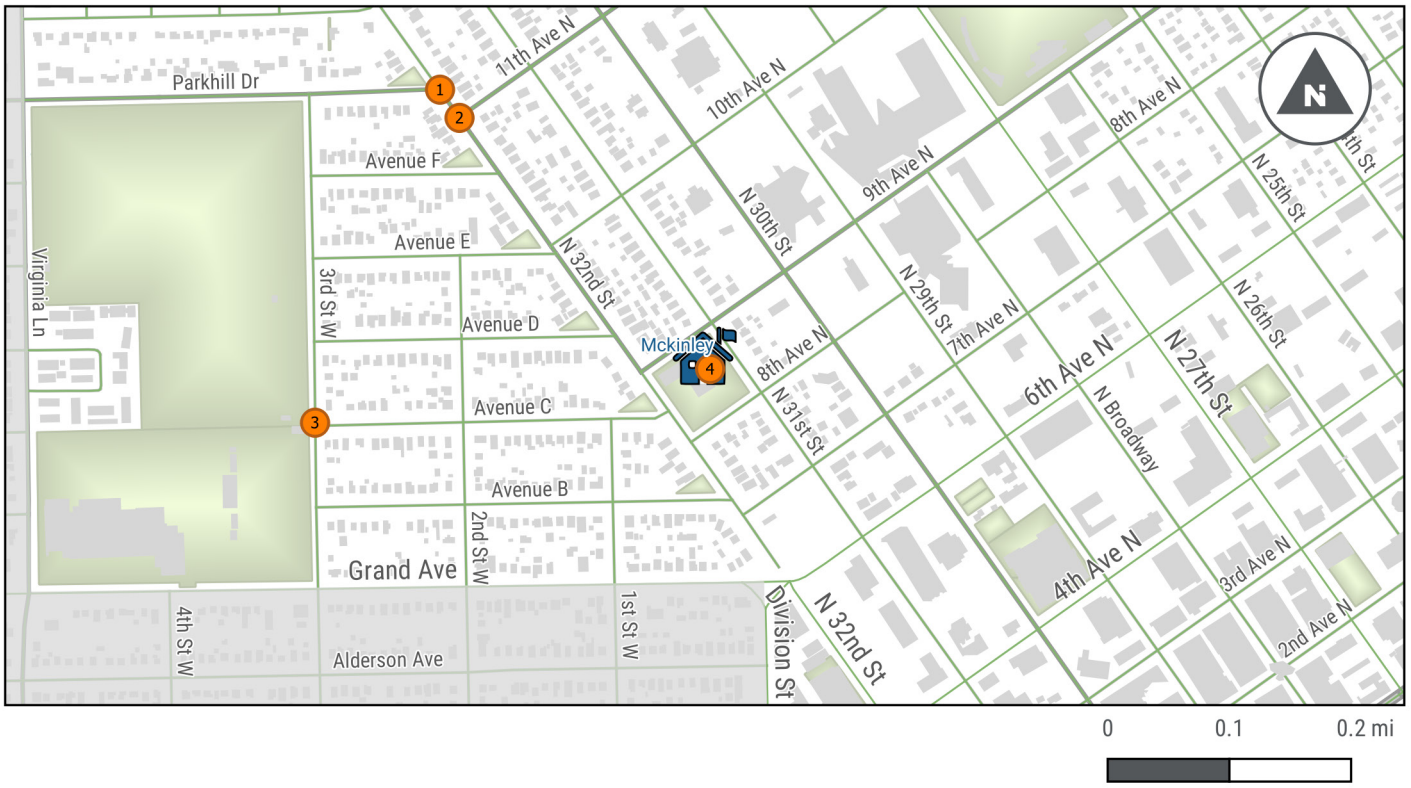
Existing

- Shared Use Path
- Existing Bike Lane
- Existing Shared Lane
- Sidewalk

Proposed

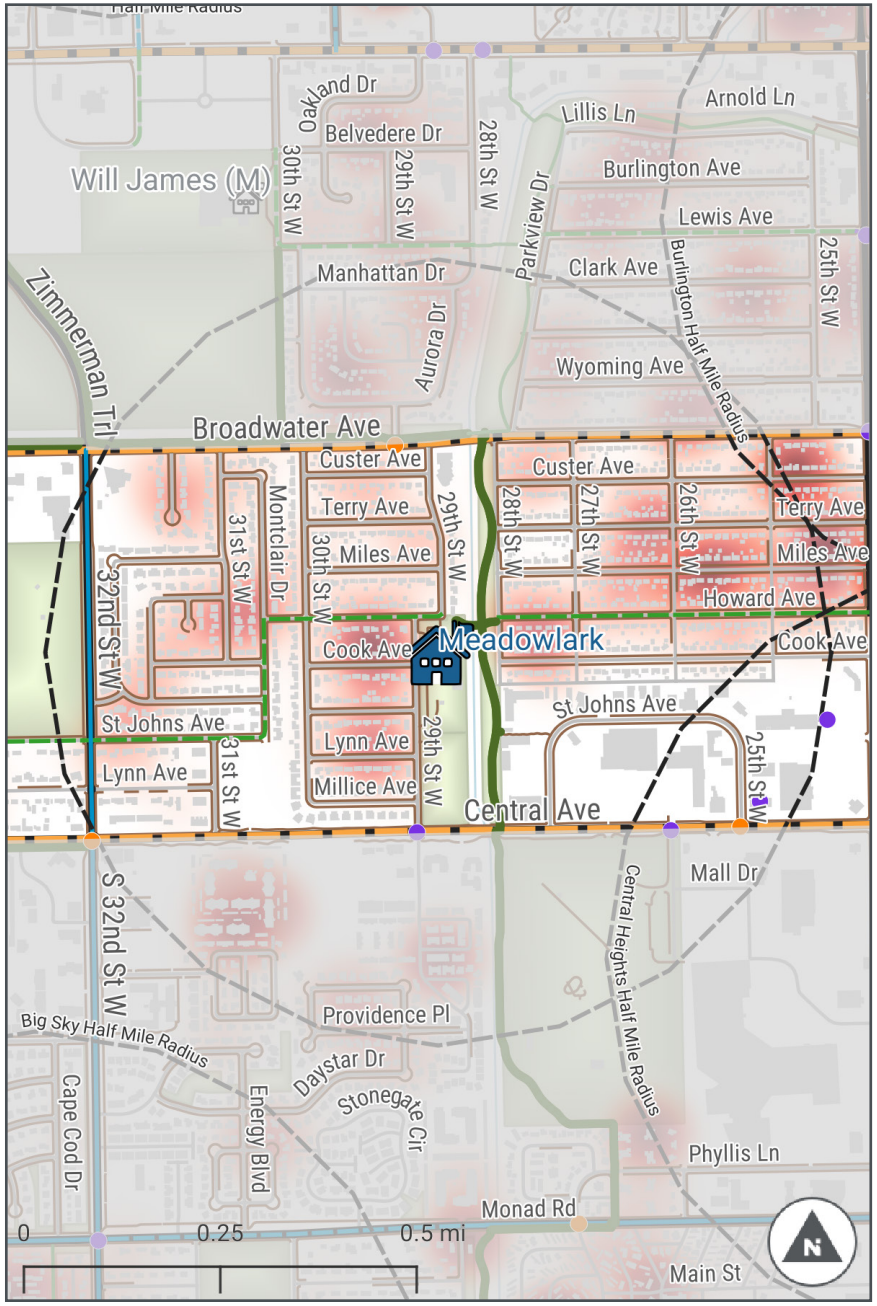
- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

Proposed Safe Routes to School Projects for McKinley Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Crossing			x	x	x				x			
2	Crossing		x	x	x					x			
3	Speeding and Volume	x	x		x	x							
4	Crossing	x			x	x							

Meadowlark



Key Safety and Mobility Considerations for Meadowlark Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

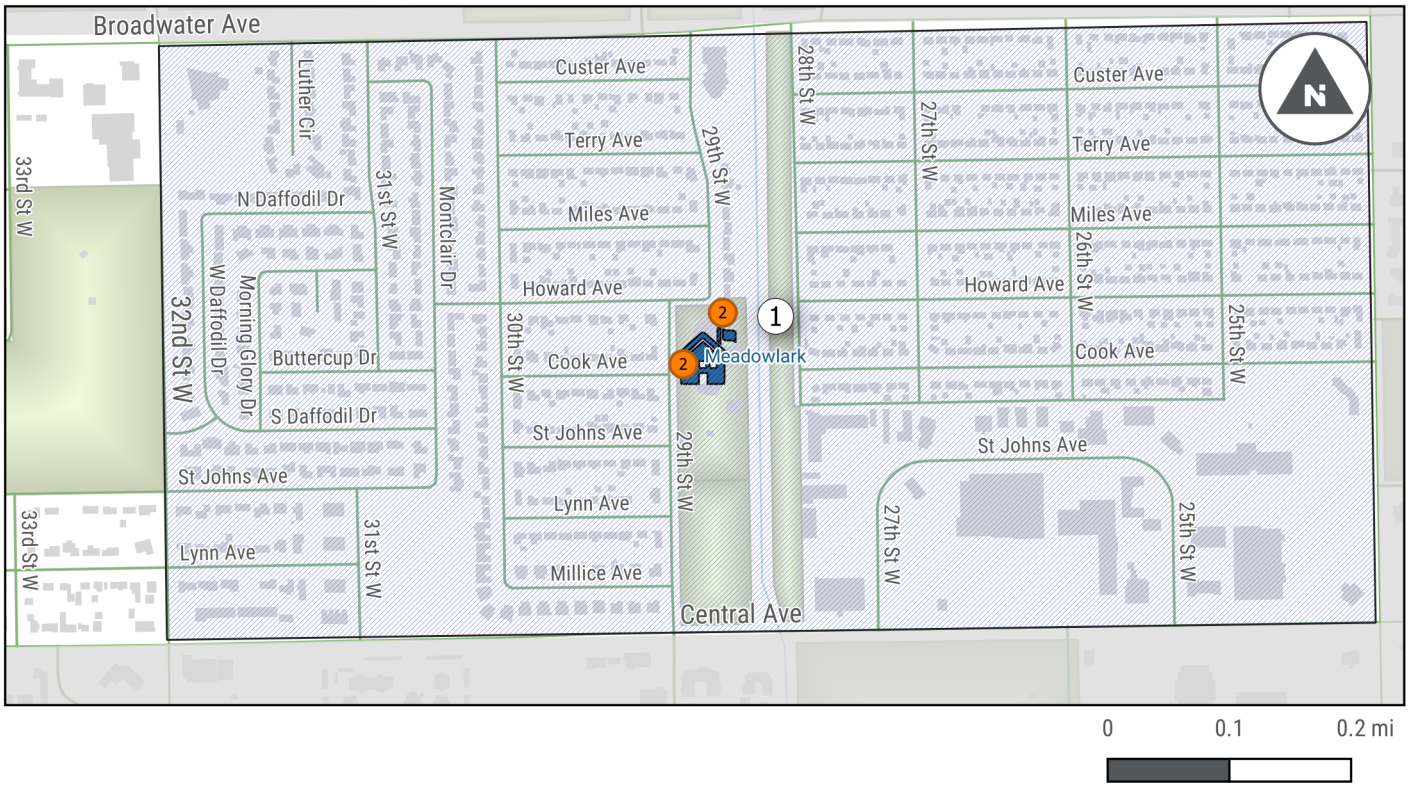
Existing

- Shared Use Path
- Existing Bike Lane
- Sidewalk

Proposed

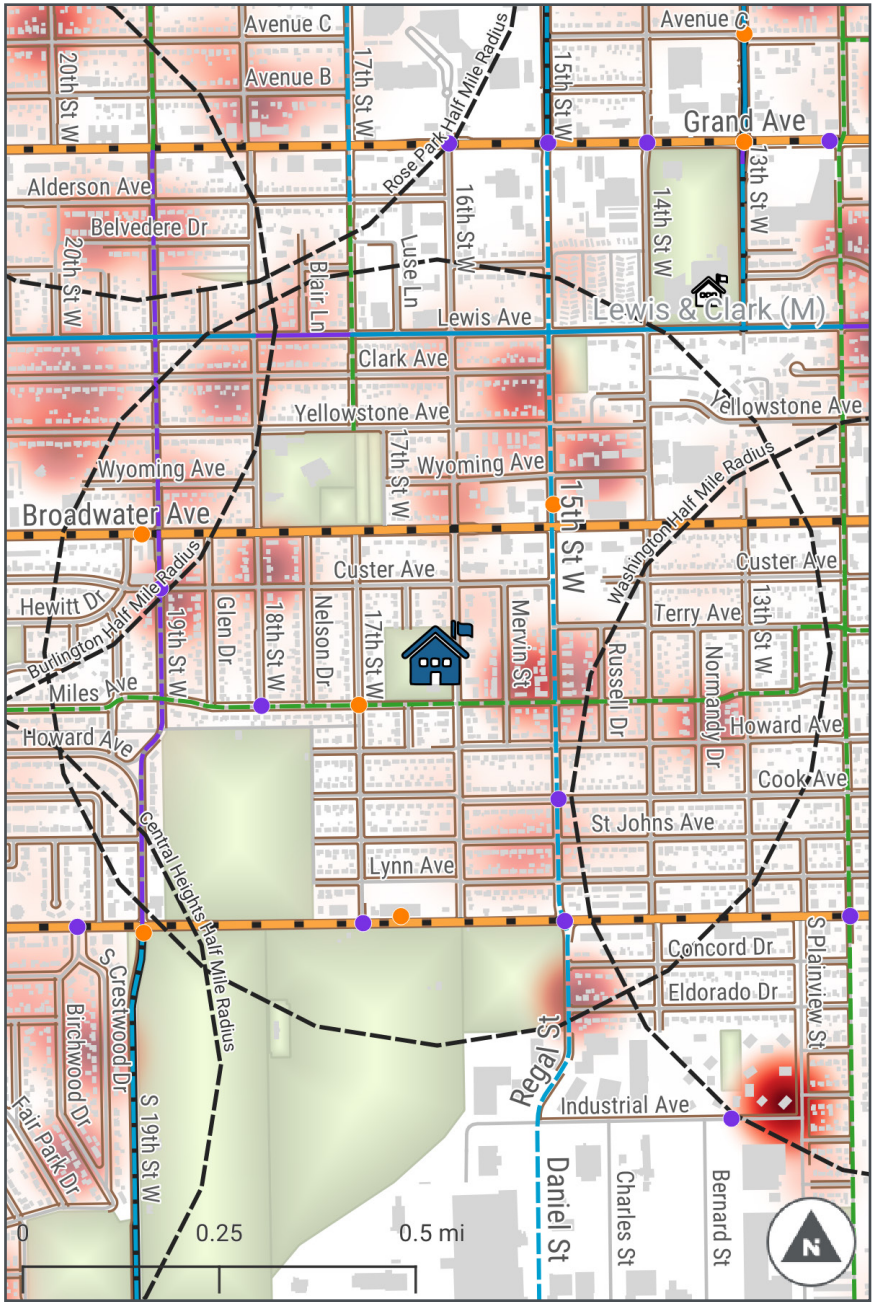
- Neighborhood Bikeway
- Visionary Long Range Bikeway

Proposed Safe Routes to School Projects for Meadowlark Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Sidewalk				x						x		
2	Bicycle parking					x							

Miles Avenue



Key Safety and Mobility Considerations for Miles Avenue Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

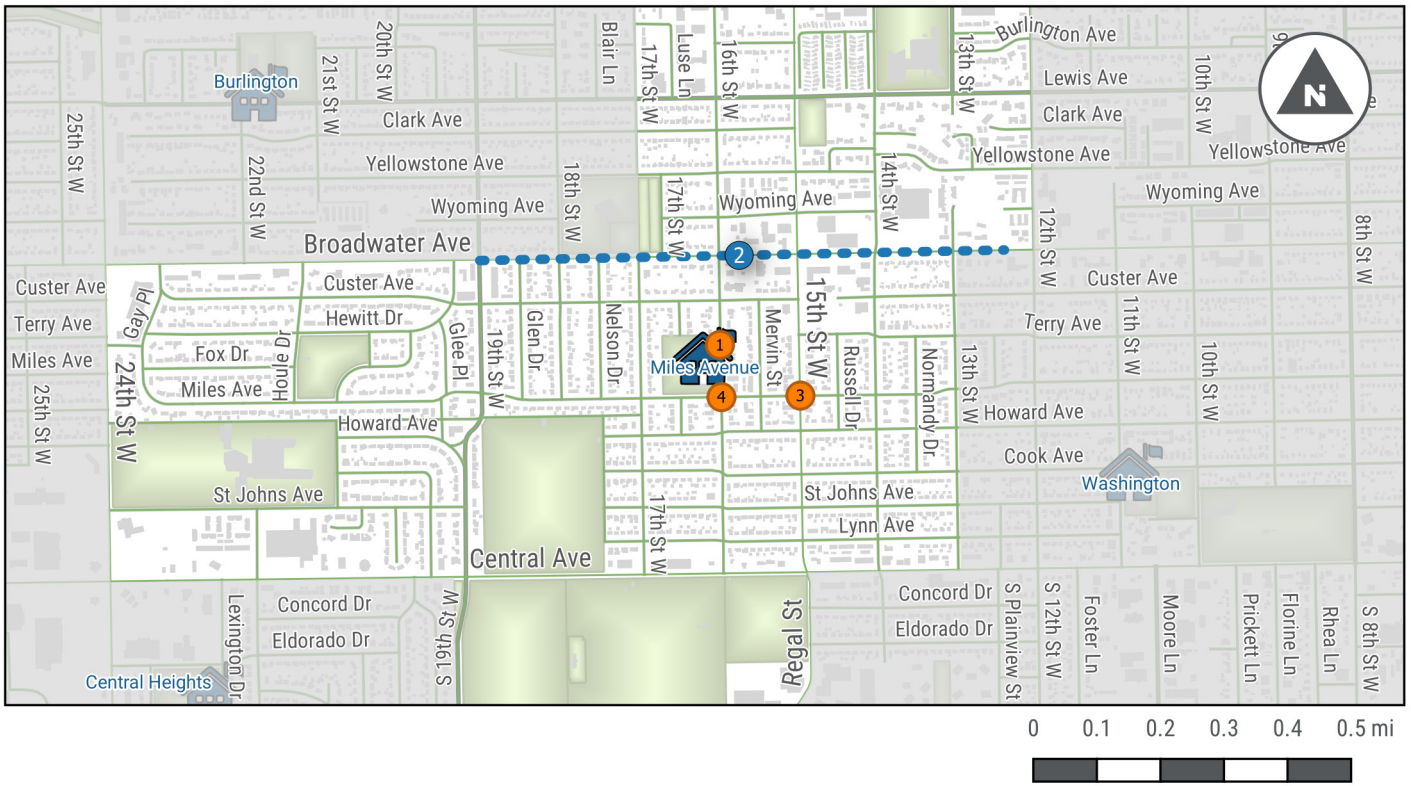
Existing

- Existing Bike Lane
- Existing Shared Lane
- Sidewalk

Proposed

- Neighborhood Bikeway
- Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

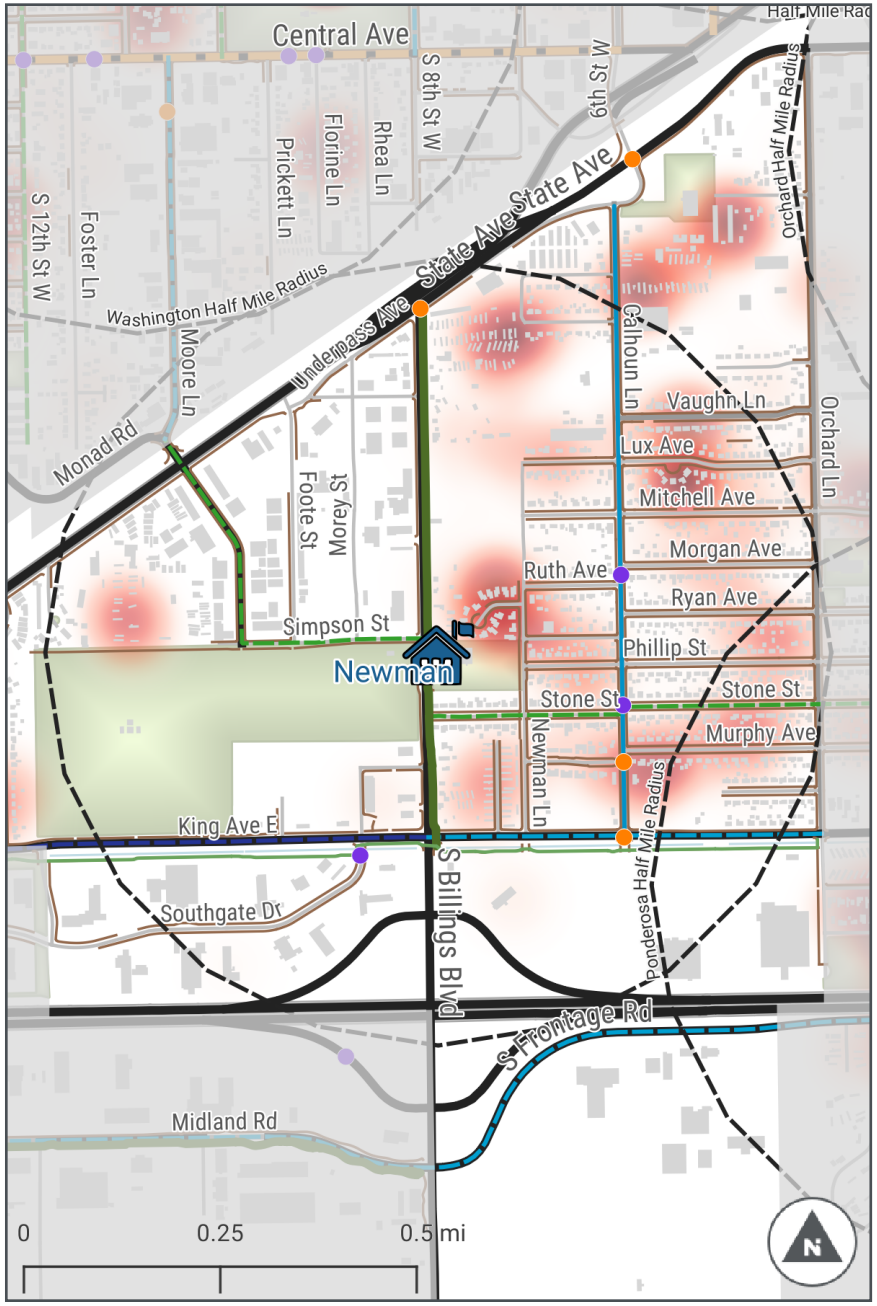
Proposed Safe Routes to School Projects for Miles Avenue Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
		Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/ or comfort	Poor bicycle access and/ or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
1	Crossing				x					x			
2	Crossing	x	x		x					x			
3	Speeding/Volume	x			x	x							
4	Bicycle Parking												

Newman

NEWMAN SCHOOL
MAY 1 PTA
4 NO SCHOOL
16 - 17 FIELD DAY
18 CONCERTS & CARNIVAL



Key Safety and Mobility Considerations for Newman Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

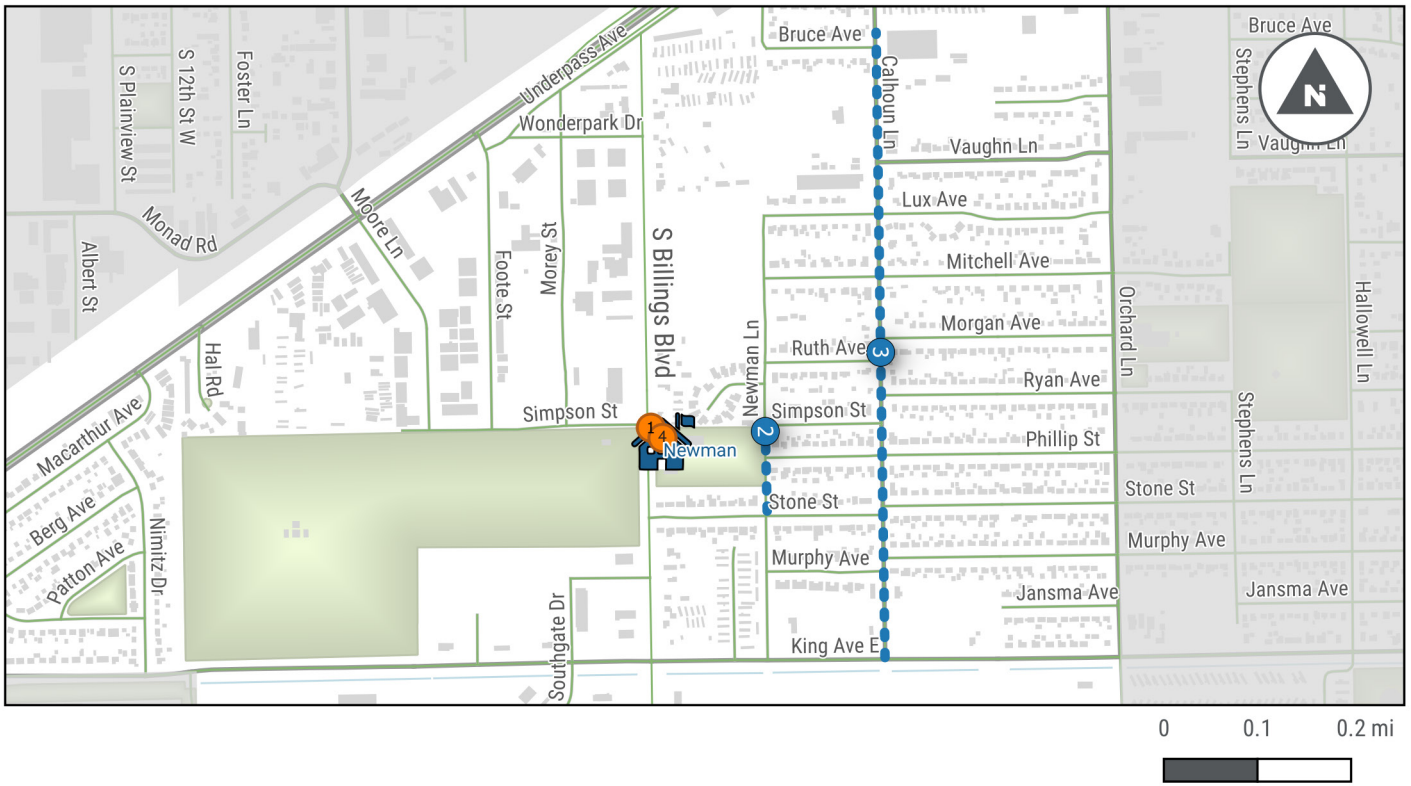
Existing

- Shared Use Path
- Existing Bike Lane
- Sidewalk

Proposed

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane

Proposed Safe Routes to School Projects for Newman Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
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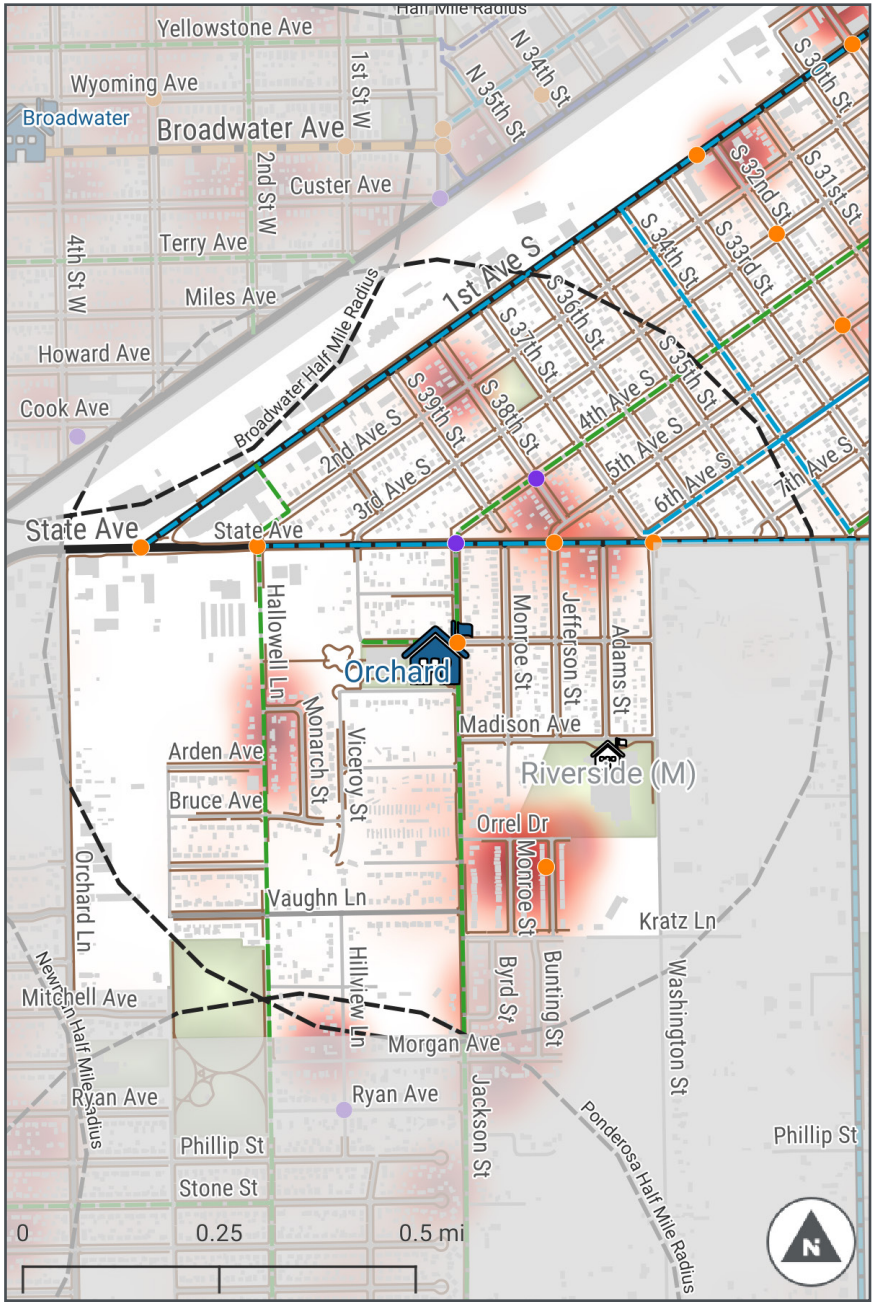
1	Crossing		x		x								
2	Arrival/Dismissal Behavior				x	x						x	
3	Sidewalks				x						x		
4	Bicycle Parking					x							

Orchard

ORCHARD SCHOOL
MAY 3 SCHOOL CARNIVAL
MAY THE 4 BE WITH U NO SCHOOL
MAY 18 TALENT SHOW
AQUAFINA
PEPSI



Key Safety and Mobility Considerations for Orchard Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

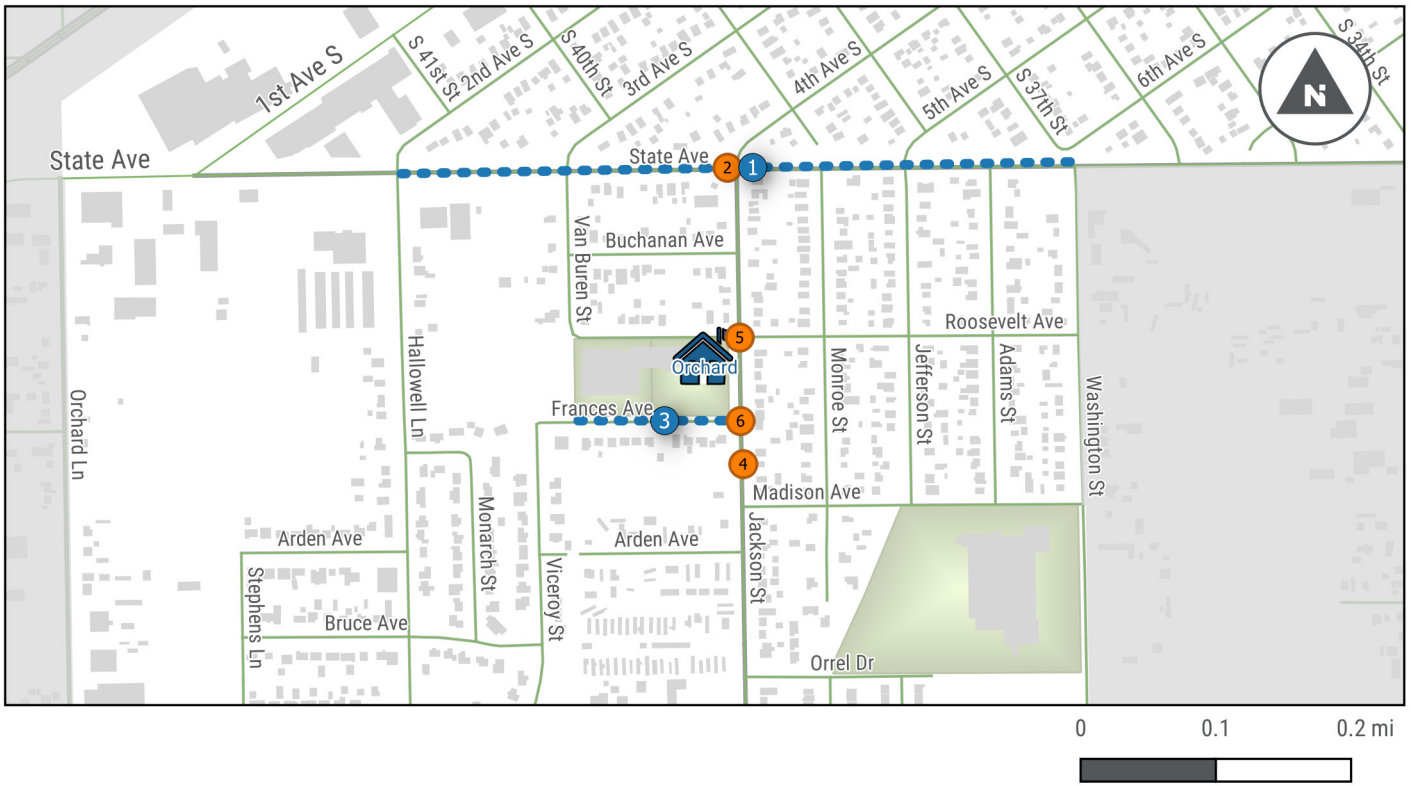
Existing

- Sidewalk

Proposed

- Neighborhood Bikeway
- Bike Lane

Proposed Safe Routes to School Projects for Orchard Elementary



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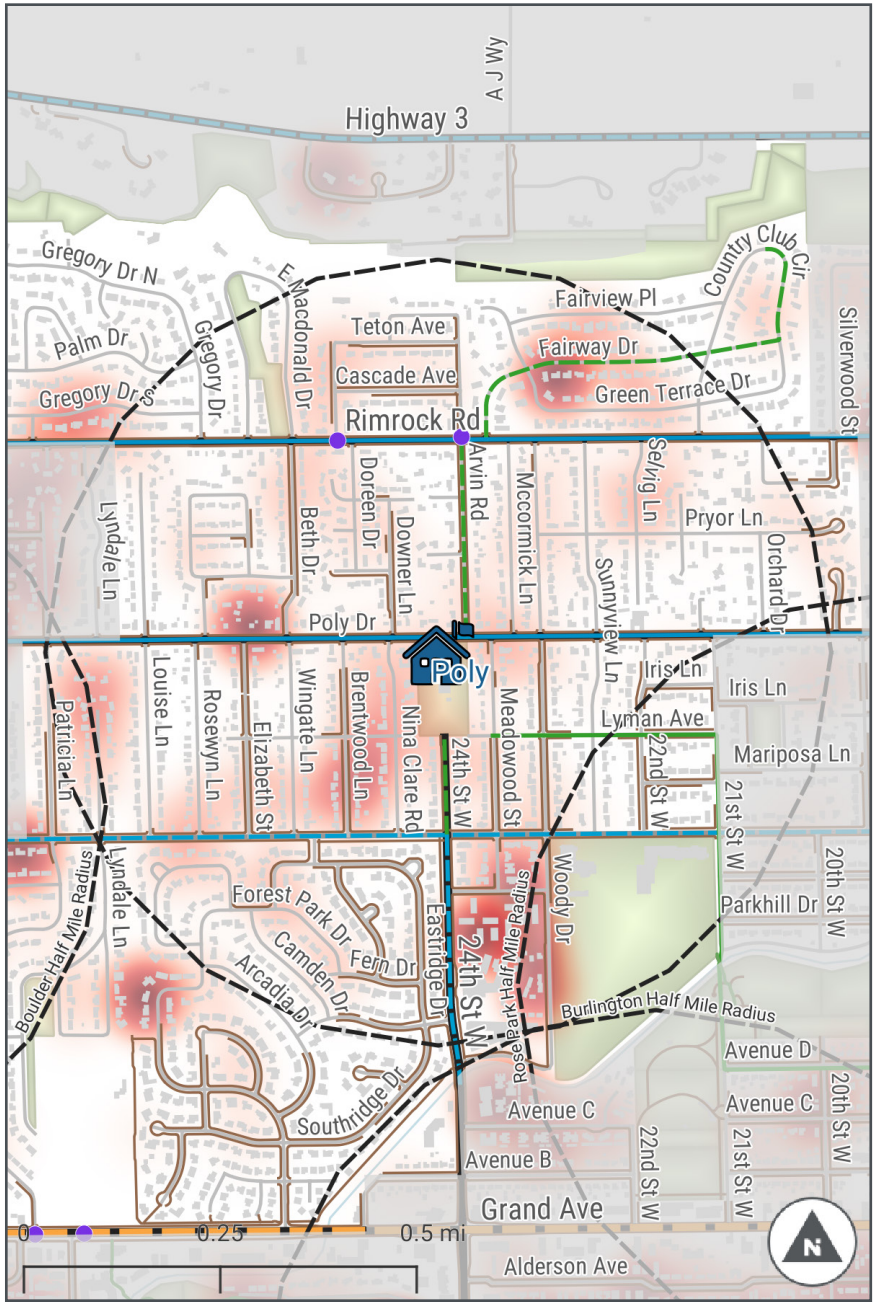
1	Speeding/Volume	x			x	x							
2	Accessibility				x								
3	Arrival/Dismissal behavior							x				x	
4	School zone signage								x				
5	Crossing				x					x			
6	Crossing				x					x			

Poly Drive

POLY DRIVE SCHOOL
POLY DRIVE ELEMENTARY
POLY DRIVE
Kindergarten
REGISTER ONLINE
BILLINGSSCHOOLS.ORG



Key Safety and Mobility Considerations for Poly Drive Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

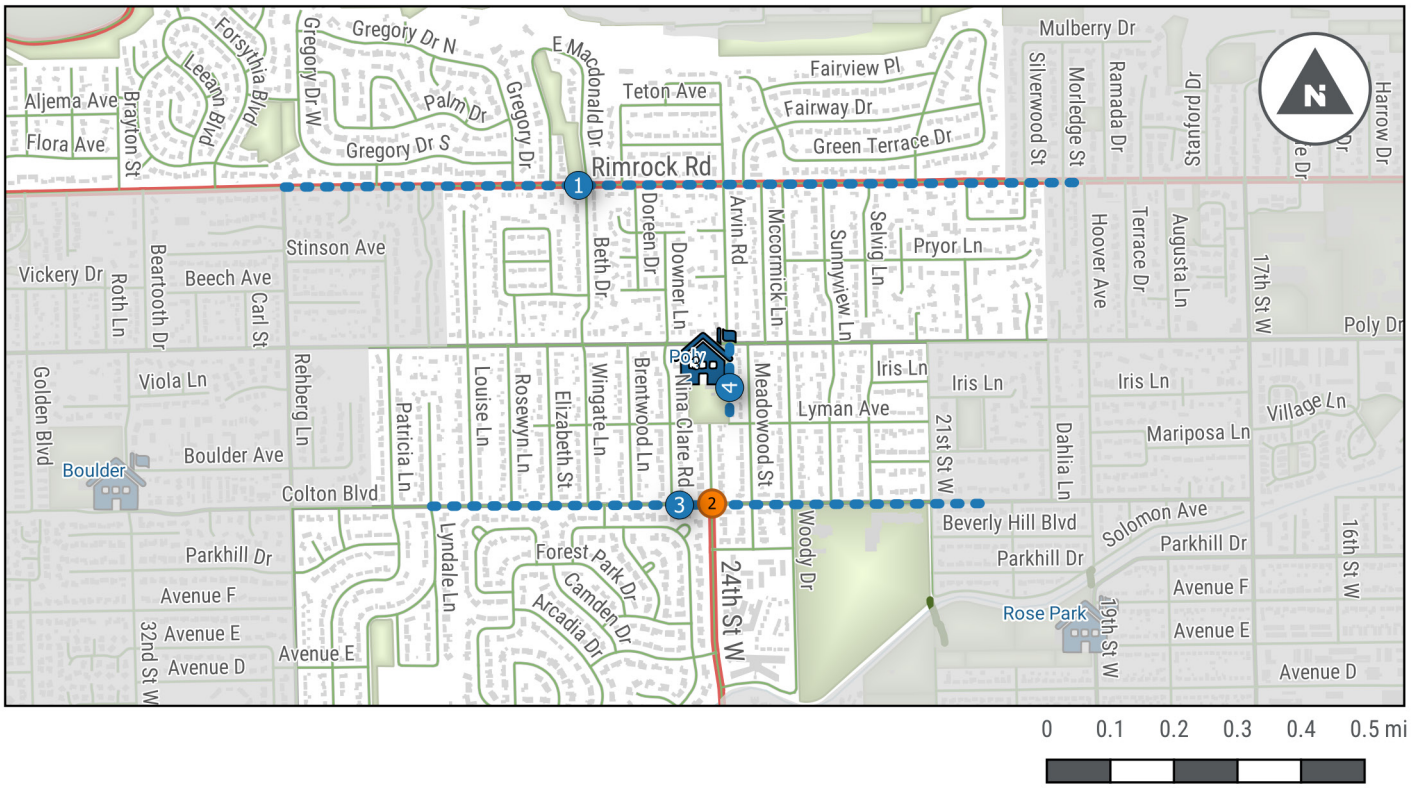
Existing

- Existing Bike Lane
- Sidewalk
- Neighborhood Bikeway

Proposed

- Neighborhood Bikeway
- Bike Lane

Proposed Safe Routes to School Projects for Poly Drive Elementary



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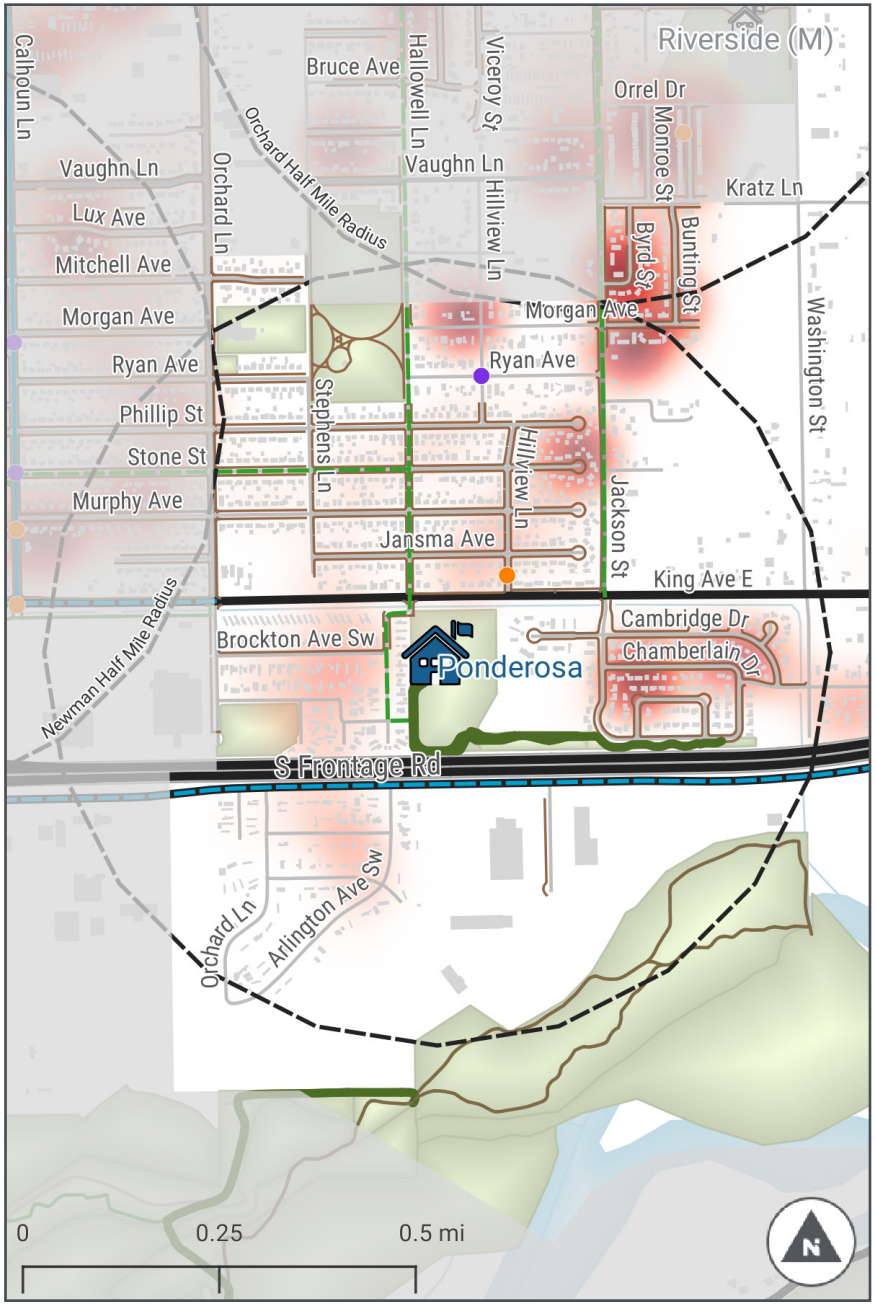
1	School Zone Signage	x							x				
2	Crossing	x	x	x	x	x							
3	School Zone Signage	x							x				
4	Trail/Path				x	x							

Ponderosa



Key Safety and Mobility Considerations for Ponderosa Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

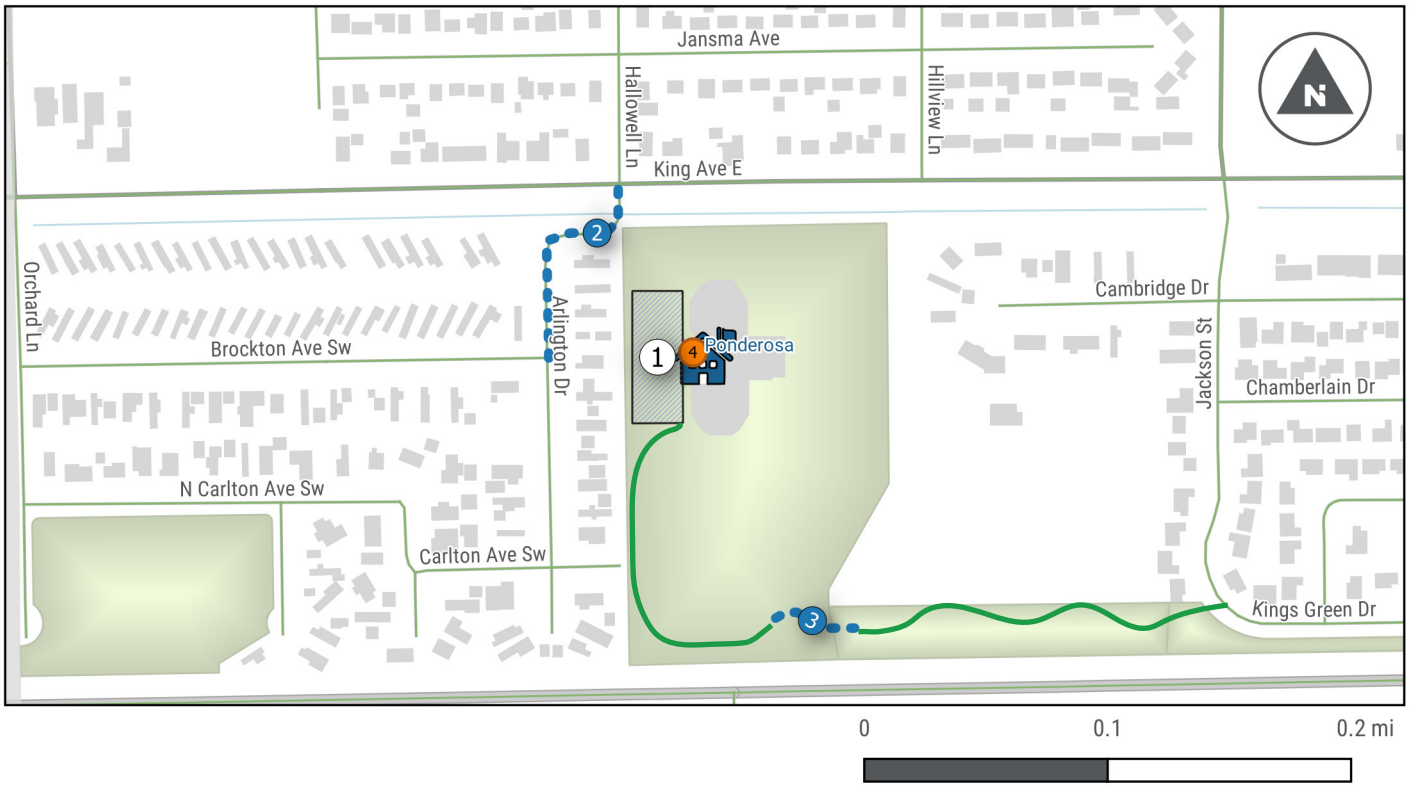
Existing

- Shared Use Path
- Sidewalk

Proposed

- Neighborhood Bikeway
- Bike Lane

Proposed Safe Routes to School Projects for Ponderosa Elementary



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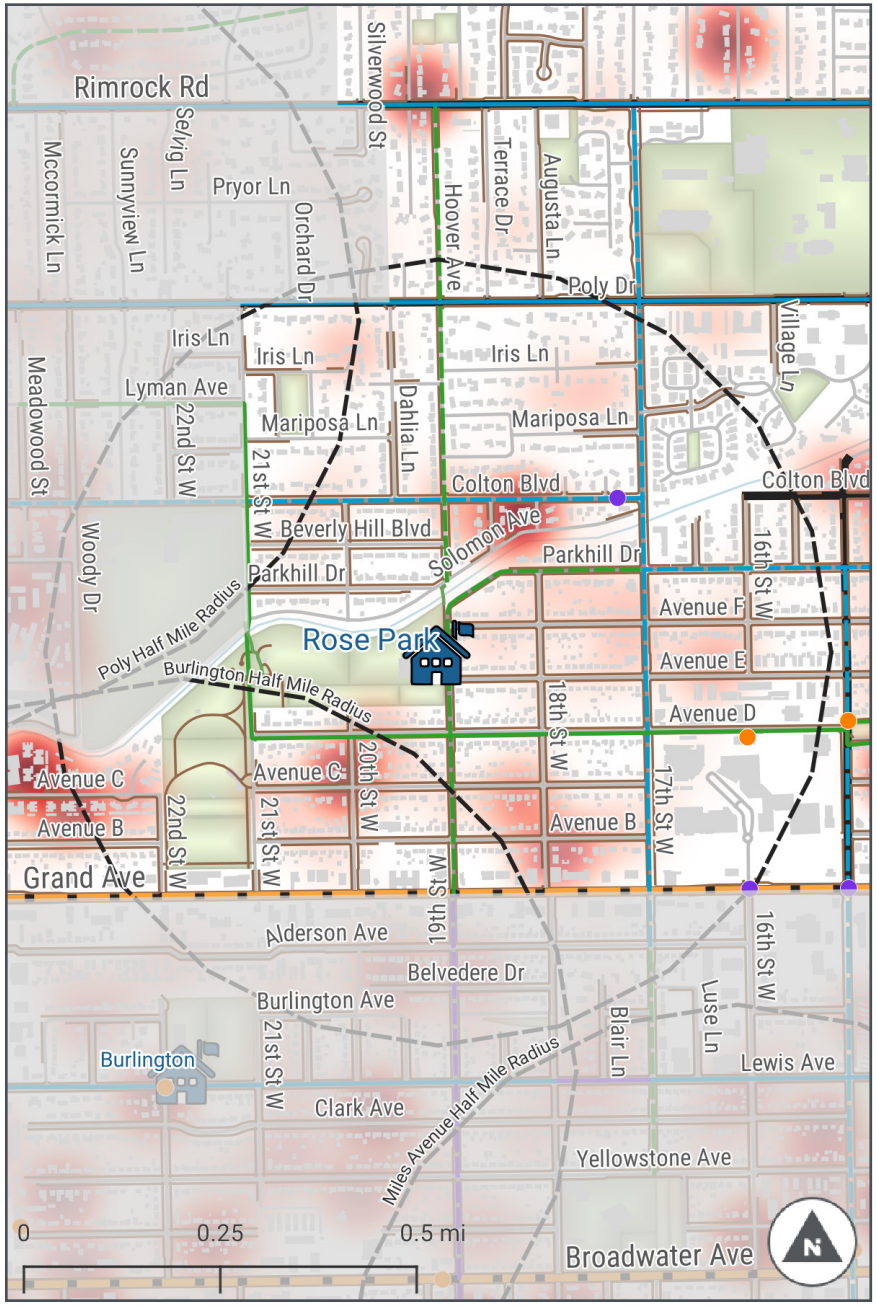
1	Arrival/Dismissal Behavior				x	x						x	
2	Congestion				x	x							x
3	Hazardous/Illicit Activity				x	x							
4	Bicycle Parking					x							

Rose Park

ROSE PARK
Kindergarten
REGISTER ONLINE
INFO
billingsschools.org
281-6210
1812
ROSE PARK SCHOOL
NO
GUNS, WEAPONS
OR



Key Safety and Mobility Considerations for Rose Park Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

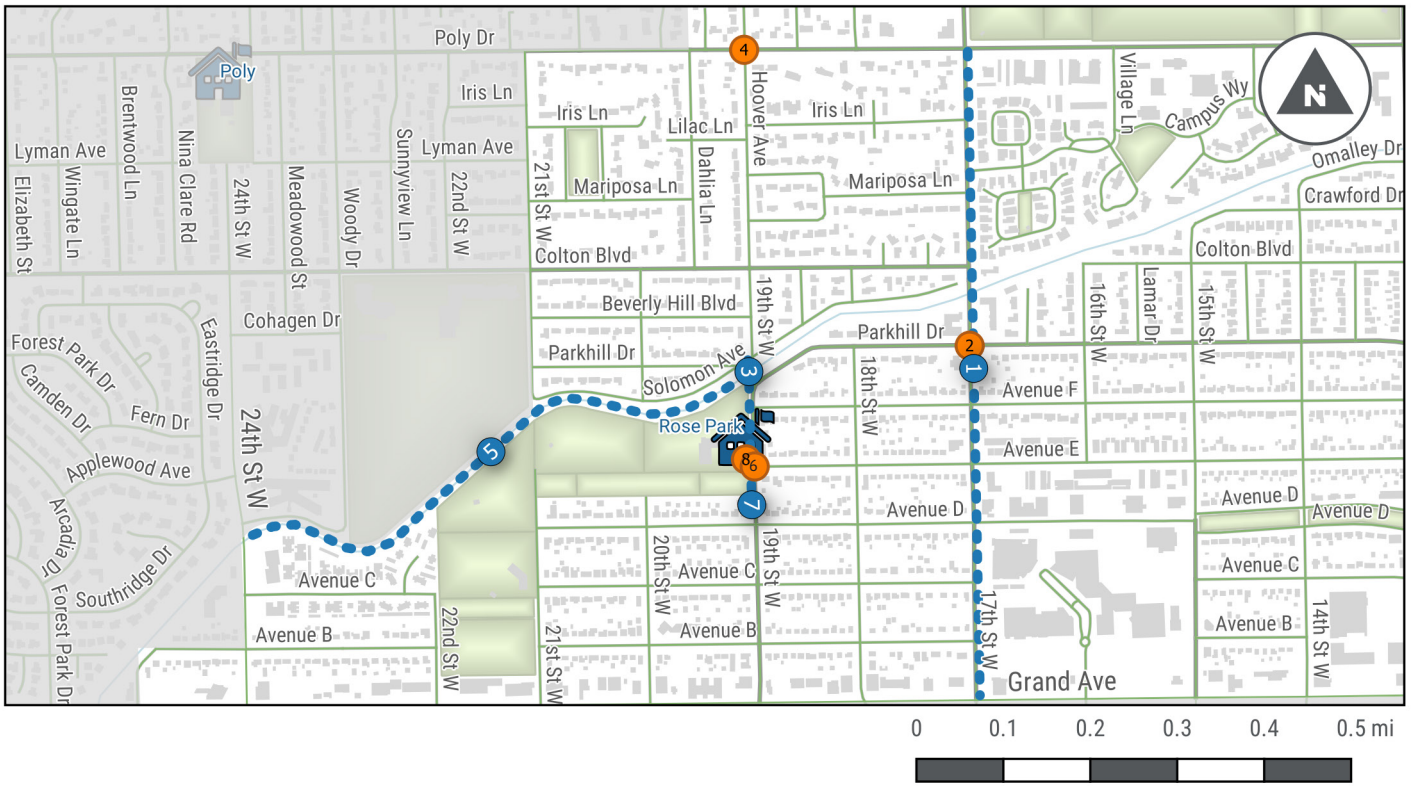
Existing

- Existing Bike Lane
- Sidewalk
- Neighborhood Bikeway

Proposed

- Neighborhood Bikeway
- Bike Lane
- Shared Lane Marking
- Visionary Long Range Bikeway

Proposed Safe Routes to School Projects for Rose Park Elementary



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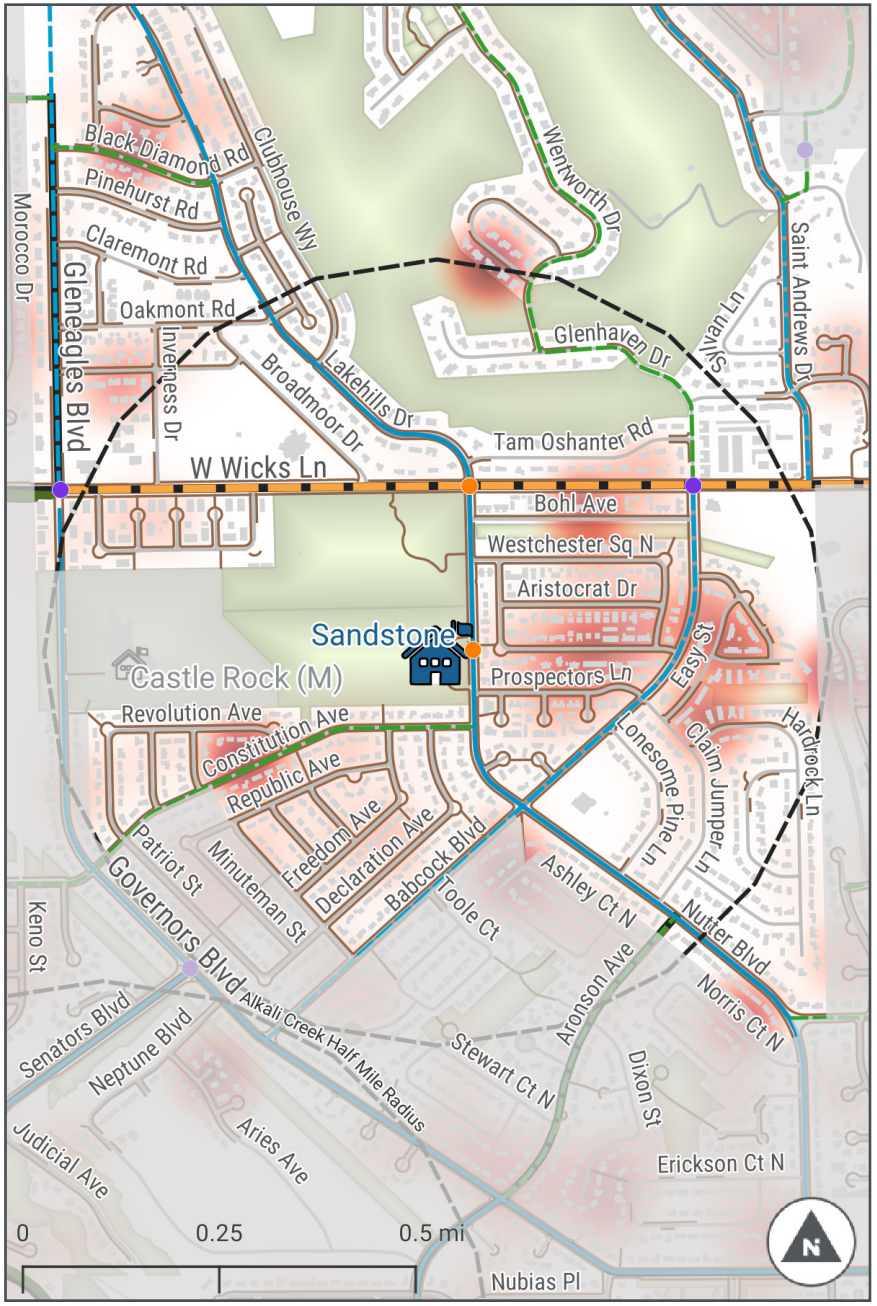
1	Speed/volume	x			x	x					x		
2	Crossing				x				x	x			
3	Shared Use Path				x	x							
4	Crossing				x	x				x			
5	Shared Use Path				x	x							x
6	Crossing				x	x			x	x			
7	Speed/volume	x			x	x					x		
8	Bicycle parking					x							

Sandstone

SANDSTONE
ELEMENTARY SCHOOL
Kindergarten Registration
for 22-23 School Year
Open February 1



Key Safety and Mobility Considerations for Sandstone Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

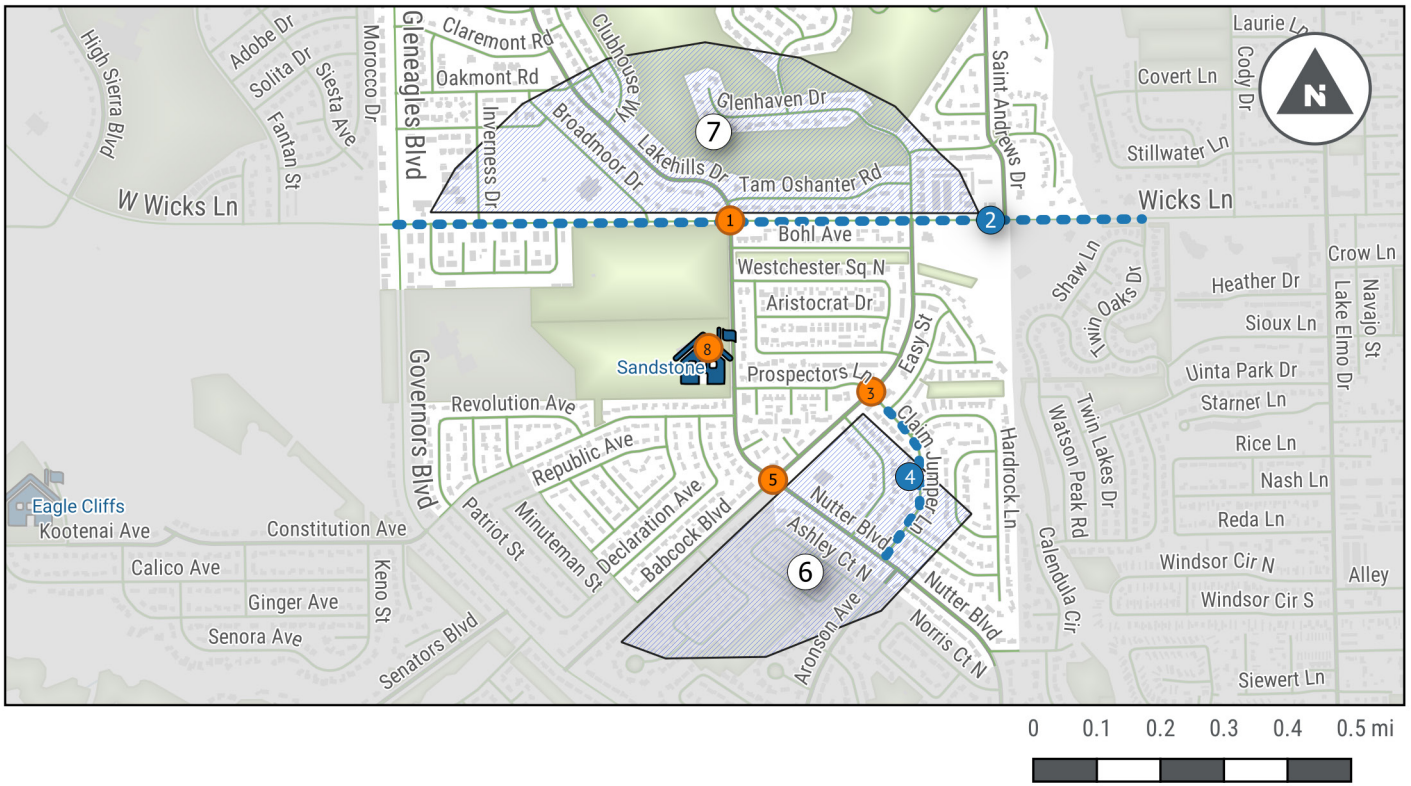
Existing

- Existing Bike Lane
- Sidewalk

Proposed

- Neighborhood Bikeway
- Bike Lane
- Visionary Long Range Bikeway

Proposed Safe Routes to School Projects for Sandstone Elementary



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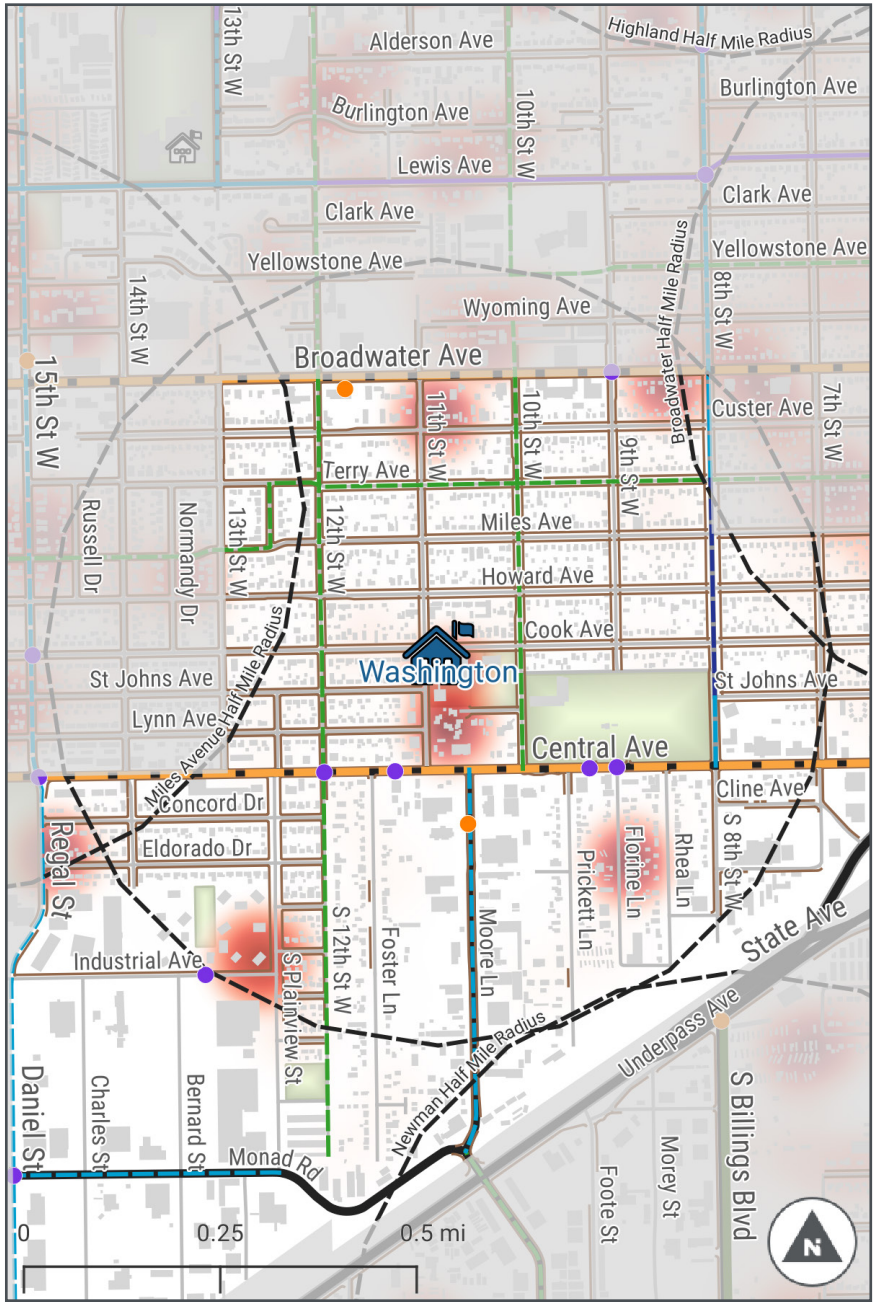
1	Crossing		x							x			
2	Speeding	x			x	x							
3	Crossing		x		x								
4	Sidewalks				x						x		
5	Crossing		x		x								
6	Sidewalks				x						x		
7	Sidewalks				x						x		
8	Bicycle racks					x							

Washington

WASHINGTON SCHOOL
ATTENDANCE MATTERS
MAY 28 NO SCHOOL
29 FIELD DAY
JUNE1 LAST DAY



Key Safety and Mobility Considerations for Washington Elementary

- Student Address Heatmap
- School Half Mile Buffer
- Outside School Boundary
- Bike Crash (2016-2020)
- Pedestrian Crash (2016-2020)
- Speed Limit 35 mph or Greater

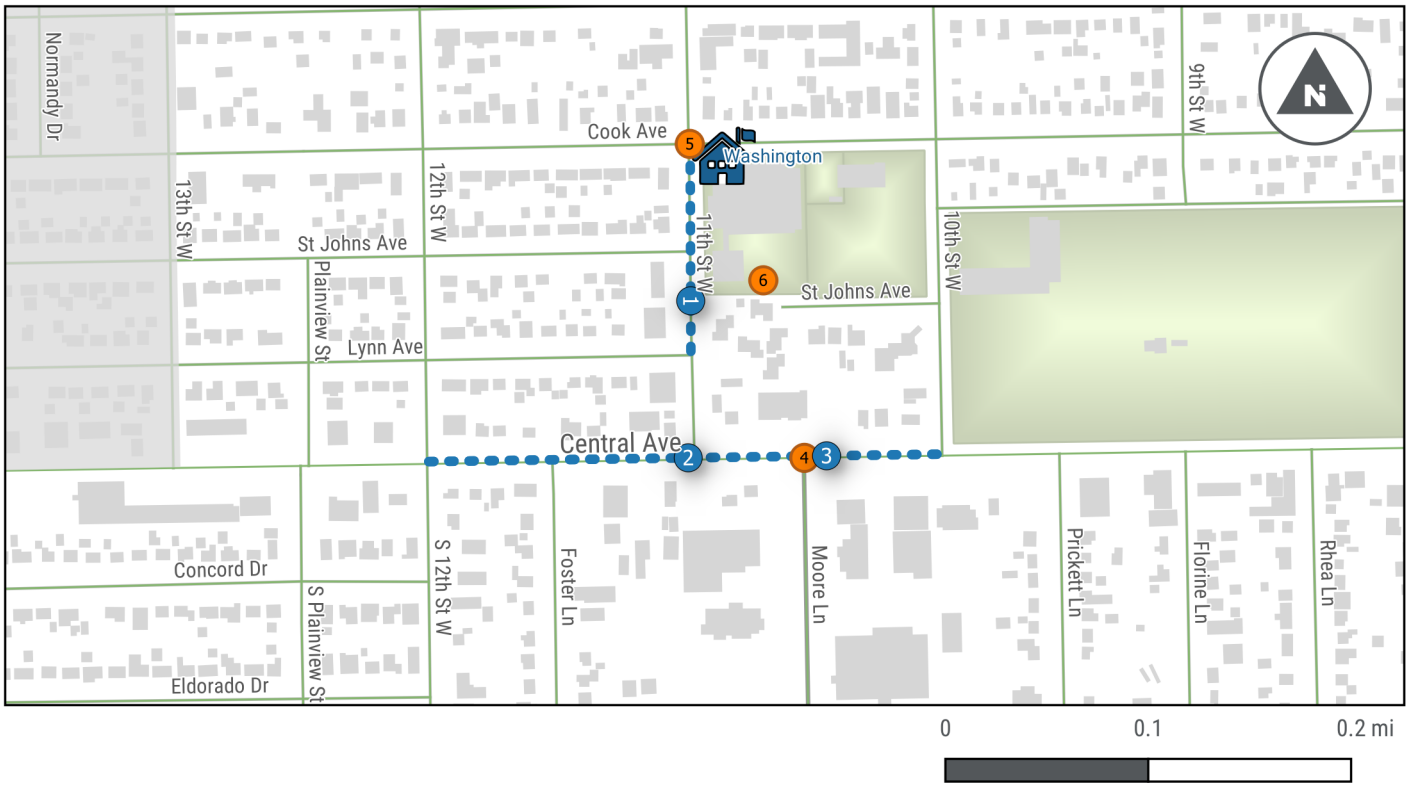
Existing

- Sidewalk

Proposed

- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Visionary Long Range Bikeway

Proposed Safe Routes to School Projects for Washington Elementary



Project #	Proposed Project Type	Observed and Reported Safety Concerns at Project Location											
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1	Arrival/Dismissal behavior					x	x					x	
2	Speeding/volume	x			x	x							
3	Sidewalks				x						x		
4	Crossing		x						x	x			
5	Crossing		x						x	x			
6	Bicycle parking					x							

4. Infrastructure Toolbox

This infrastructure toolbox was developed to support the Billings Safe Routes to School program and its implementation partners when deciding what types of infrastructure treatments should be considered to address which sorts of issues. It presents the most common engineering treatments used to improve pedestrian and bicyclist safety, with a focus on supporting healthy, safe, and active travel to school.

While this toolbox represents common engineering solutions that can be used, it is not an exhaustive list of every design solution that may be applicable. Solutions to specific local challenges must be evaluated by City staff through field work and, when appropriate, engineering studies and/or public engagement. All projects will be designed using applicable City, State and Federal design manuals and guidelines. Toolbox suggestions may have trade-offs in certain situations. For example, while speed humps slow vehicle traffic, they may also cause unwanted noise for nearby residents. Street reconfigurations may involve trade-offs between roadway capacity, speed, parking, and the safety of people walking and biking. During the implementation phase, the Engineering Division will evaluate the trade-offs involved in each solution. Not every tool in the toolbox will work at every location.

Many of the treatments described below are from the FWHA's 2018 Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. This document, and its associated Safe Transportation for Every Pedestrian (STEP) matrix, suggest countermeasures that can be applied at uncontrolled crossing locations depending on roadway and traffic features (see table to the right). The countermeasures are assigned specific roadway types based on safety research, best practices, and established national guidelines. More information on the STEP guidance can be found at https://safety.fhwa.dot.gov/ped_bike/step.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	● 2 4 5 6	● 5 6 7 9	○ 5 6 ● ●	● 4 5 6	● 5 6 7 9	○ 5 6 ● ●	● 4 5 6 7 9	○ 5 6 7 9	○ 5 6 ●
3 lanes with raised median (1 lane in each direction)	● 2 3 4 5	● ③ 5 7 9	○ ③ 5 ● ●	○ 3 4 5 7 9	○ ③ 5 ● ●	○ ③ 5 ● ●	○ ③ 4 5 7 9	○ ③ 5 ● ●	○ ③ 5 ●
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	● 2 3 4 5 6 7 9	● ③ 5 6 7 9	○ ③ 5 6 ●	○ 3 4 5 6 7 9	○ ③ 5 6 ● ●	○ ③ 5 6 ●	○ ③ 4 5 6 7 9	○ ③ 5 6 ●	○ ③ 5 6 ●
4+ lanes with raised median (2 or more lanes in each direction)	● ③ 5 7 8 9	● ③ 5 7 8 9	○ ③ 5 8 ●	○ ③ 5 7 8 9	○ ③ 5 ● ●	○ ③ 5 8 ●	○ ③ 5 7 8 9	○ ③ 5 ● ●	○ ③ 5 8 ●
4+ lanes w/o raised median (2 or more lanes in each direction)	● ③ 5 6 7 8 9	○ ③ 5 6 7 8 9	○ ③ 5 6 8 ●	○ ③ 5 6 7 8 9	○ ③ 5 6 ● ●	○ ③ 5 6 8 ●	○ ③ 5 6 7 8 9	○ ③ 5 6 ● ●	○ ③ 5 6 8 ●

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

Application of Pedestrian Crash Countermeasures by Roadway Feature. (Source: https://safety.fhwa.dot.gov/ped_bike/step/)

Crossing Treatments 82
- Curb Ramps 82
- Curb Extensions 83
- Pedestrian Refuge Islands 84
- Marked Crosswalks 85

Street Treatments 87
- Sidewalks 87
- Speed Humps 88
- Right-Turn Redesign 89
- Lane Reconfiguration 90

Signs and Markings 92
- Stop Signs 92
- Yield Signs and Advanced Yield Markings 93
- Parking Restriction Signs 95
- School Zones 96

Signals 97
- Traffic Signals 97
  - Leading Pedestrian Intervals (LPI) 98
  - Right Turn on Red Restrictions 99
- Pedestrian Hybrid Beacons 100
- Rectangular Rapid Flashing Beacons 101

Other 102
- Bicycle Parking 102
- Shared Use Paths 103
- Arrival-Dismissal Traffic Safety Plan 104

CROSSING TREATMENTS

Curb Ramps

Curb ramps are sloped areas located at intersection corners and crossings that connect the street to the sidewalk. They create a barrier-free environment for everyone when crossing streets that have curbs and sidewalks.

Curbs limit universal accessibility and are barriers for transitioning from the sidewalk to the street

A sidewalk retrofitted with a curb ramp and a tactile warning strip

Each corner should have two curb ramps, one for each crossing

What is the purpose of a curb ramp?

- Provides a comfortable transition from the street to the sidewalk for all people, including people with disabilities, kids on bikes, and caretakers pushing strollers.

Where can curb ramps be installed?

- To the extent that resources are available, new curb ramp installations are coordinated with sidewalk rehabilitation and applicable street alterations. Curb ramps are the standard on all new construction.
- The Billings Urban Area Long-Range Transportation Plan, Safe Routes to School Plan on the ground observations, GIS data, comments from the public, and the Capital Improvement Program list are all used to select and prioritize curb ramp retrofits.

How much does a new curb ramp cost?

$–$$: The Federal Americans with Disabilities Act (ADA) lays out very specific requirements for how curb ramps must be constructed, including level landings and gentle grades. The cost of a curb ramp may vary depending on what existing conditions need to be changed to meet these requirements, whether adding a curb ramp requires stormwater improvements, and/or whether cost can be saved by doing multiple curb ramps on the same intersection at a time.

How long does it take to install a curb ramp?

Varies: If a curb ramp is a small scale, stand-alone project, it can be completed within several months. If it is part of a larger resurfacing or reconstruction project, it can take a year or more.

References and Resources

- United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). https://www.access-board.gov/prowag/
- ADA Accessibility Survey Instructions: Curb Ramps

Curb Extensions

Curb extensions are created by extending the curb line into the roadway at a corner or mid-block. They shorten the distance for people walking across the street and improve visibility between people walking and driving. By visually and physically narrowing the roadway, curb extensions also help reduce speeding.

Mid-block curb extension

Easy-to-install materials such as paint, turtle bumps, and flex posts may be used to create curb extensions

Curb extensions may provide space for landscaping

What is the purpose of a curb extension?

- Improves safety by reducing the distance and time required to cross the street.
- Improves visibility between people driving and people walking across the street.
- Provides additional space in constrained locations for installing curb ramps.
- Improves safety at corners by slowing turning motorists through a tighter turning radius.
- Prevents people from parking too close to a crosswalk, which could limit visibility, or from blocking a curb ramp or crosswalk.
- Provides space for seating, public art, bike racks, rain gardens or other public amenities.

Where can curb ramps be installed?

- Curb extensions are considered at locations that would benefit from improved visibility between people walking and driving, such as at school crosswalks.
- Curb extensions can be installed:
  - » at most locations with a legal crosswalk, whether marked or unmarked, provided there is adequate width, and
  - » on streets with all day on-street parking.

How much does a curb extension cost?

$$–$$$: Curb extensions typically involve roadway and sidewalk removal and may require replacement / relocation of stormwater drainage inlets. Installing curb extensions as part of larger capital projects such as street repaving, or when using low cost materials such as paint and pre-fabricated platforms (a.k.a. turtle bumps), costs can be reduced.

How long does it take to install a curb extension?

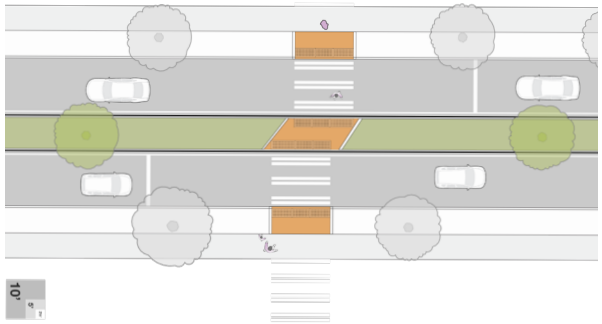
1–2 years: Typically, design is completed in 6–12 months and construction is completed by a contractor the following year.

References and Resources

- Pedestrian Safety Guide and Countermeasure Selection System: Curb Extensions
- NACTO Urban Street Design Guide: Curb Extensions
- AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities, 2015

Pedestrian Refuge Islands

Pedestrian refuge islands (also called pedestrian refuges or center islands) are delineated or raised areas in the middle of the street at intersections or mid-block crossings that provide a designated place for people walking and biking to wait for an opportunity to cross the other half of the street.



Typical crossing island

A pedestrian refuge island assists people crossing Broadwater Ave.

Pedestrian refuge islands also help people on bicycles cross the street

What is the purpose of a pedestrian refuge island?

- Makes the crossing more visible to people driving.
- Allows people to cross the street in two stages, making it easier to find gaps in traffic by only having to cross one direction of travel at a time.
- Reduces the amount of time a person crossing the street is exposed to traffic by providing a designated place to wait in the middle of the crossing.
- Makes the street easier to cross for kids, older adults, people with disabilities, and others who may need more time to cross or have more difficulty judging gaps in traffic.
- Reduces speeding due to perceived road width narrowing at the crossing.

Where can pedestrian refuge islands be installed?

- Pedestrian refuge islands may be an effective crossing treatment in situations where it is difficult to cross the street due to long crossing distances or few gaps in traffic.
- There must be adequate width (6-ft minimum) in the middle of the road to install the refuge island. Generally, streets with a two-way center turn lane or few or no left turns by people driving provide opportunities to install a pedestrian refuge island.
- Additional safety improvements like crossing beacons are often installed along with the refuge island to make the crossing even more visible to people driving. Any added vegetation should be low-lying as to not affect sight distance.
- At crossings frequently used by people on bikes, such as neighorhood bikeway crossings, crossings that separate people biking and people walking may be created.
- Analysis is needed at each intersection before a pedestrian refuge island is installed.

How much does a pedestrian refuge island cost?

$$–$$$: A small asphalt or concrete pedestrian refuge island can be fairly inexpensive, typically in the range of $10K to $20K to install. Lower cost materials such as flexible posts can also be used to delineate the pedestrian refuge island in certain situations. Larger projects that include landscaping and drainage structures can increase construction and maintenance costs.

How long does it take to install a pedestrian refuge island?

1–2 years or less: A simple project can be designed in six months and constructed easily by City crews. More time is required to design larger pedestrian refuge islands or pedestrian refuge islands at busy intersections.

References and Resources

- Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE): Refuge islands
- NACTO Urban Bikeway Design Guide: Median Refuge Island
- FHWA Proven Safety Countermeasures: Medians and Pedestrian Refuge islands

Example in Billings

- Broadwater crossing

Marked Crosswalks

Legal crossings exist at every intersection, (except where prohibited by signage) whether marked or unmarked. Marked crosswalks are used to raise driver awareness of people crossing the street and to direct people who are walking to the best place to cross the street.

Marked ladder style crosswalk at an intersection

Raised crosswalks slow down people driving

Advanced stop bars increase visibility of people crossing the street

What is the purpose of a marked crosswalk?

- Direct school kids who are walking to the best place to cross the street.
- Indicate the walking route to school.
- People driving are made more aware of where to expect school kids to cross the street.

Where are crosswalks marked?

- Crosswalks will generally be marked at signals and at intersections downtown.
- Crosswalks will typically be marked at stop-controlled locations if there is high vehicular volume, and will be marked if feasible at uncontrolled locations if they satisfy the criteria outlined on this page.
- The following factors are considered when deciding whether to mark a crosswalk at uncontrolled locations. It should be noted that different jurisdictions (City, County, and MDT) have different policies:
  - Average hourly traffic over 300 vehicles per hour in any hour
  - Adequate stopping or sight distance
  - More than 20 pedestrian crossings in any one hour of the day, or more than 10 children or elderly persons in any one hour
  - There is no existing marked crosswalk within 300-ft of the location in question
  - The crosswalk is located on a trail, shared-use path, designated safe route to school, or provides direct access to a transit stop, or other pedestrian destinations
  - Presence of curb ramps
  - Presence of lighting

Raised Crosswalks

- Raised crosswalks keep the crosswalk at the same height as the sidewalk.
- They act as a speed table and slow people driving as they approach the crosswalk.
- They also make people walking more visible to people driving.
- Raised crosswalks may require modifications to stormwater drainage structures in the street, increasing construction costs.

Raised Intersections

- Raised intersections slow people driving and encourage them to yield to people walking across the street.
- Raised intersections can be installed in neighborhood intersections to make the public space more comfortable and inviting for people to walk and bike.

Marked Crosswalks (continued)

- Other considerations include:
  - » The total distance a person walking would have to cross. If there is more than one lane of traffic in each direction, additional features may be added to supplement the crosswalk and minimize the potential multiple threat. These treatments could include elements like crossing beacons, pedestrian signals, refuge islands, curb extensions, or advanced stop lines.
  - » Volume and speed of people driving. If the street is very busy and speeds are high, additional features may be added to supplement the marked crosswalk.
- New crosswalks are often accompanied by new crosswalk signs. If it's a crosswalk mostly used by kids, the marked crosswalk will be a school crosswalk with school crosswalk signs. Otherwise, regular crosswalk signs are used. Flexible in-street bollards may also be used to draw additional attention to the crossing.
- Durable and reflective materials are used to mark crosswalks. Over time, the crosswalk markings may need to be refreshed. Crosswalk maintenance is prioritized based on the condition of all the crosswalks in the city.

How long does it take to install a marked crosswalk?

Varies. In some cases, it can take 1–2 months or less to install a new marked crosswalk. If new curb ramps or other safety improvements need to be installed in addition to the marked crosswalk, then it can take 1–2 years or longer to complete the work.

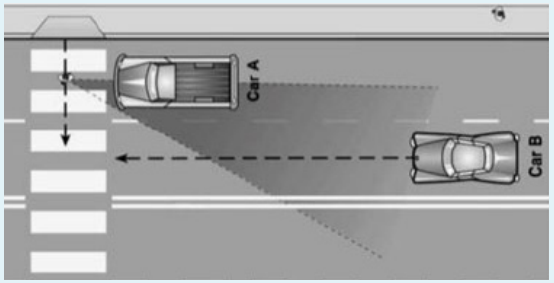
How much does a new marked crosswalk cost?

$: If a potential new marked crosswalk location does not require any additional safety treatments, then marking the crosswalk is relatively inexpensive and straightforward.

$$: If other safety improvements, are needed at the crosswalk the cost can be higher.

References and Resources

- Marking and Signing Crosswalks (Safe Routes to School Guide)
- Manual on Uniform Traffic Control Devices (MUTCD) Chapter 7C.03 Crosswalk Markings



Multiple Threat

A multiple threat is a situation where a driver in one lane (car A) stops for a person crossing the street, but the driver in the next lane (car B) doesn't see the person and doesn't stop. If a crosswalk is marked on a street with multiple traffic lanes or high traffic volumes, additional safety improvements like crossing beacons, pedestrian signals, refuge islands, curb extensions, or advanced stop lines are considered to minimize the multiple threat.

STREET TREATMENTS

Sidewalks

Sidewalks are the building blocks of the pedestrian network. While many neighborhoods in Billings have built-out sidewalk networks, many areas in the city do not have sidewalks at all. Sidewalks provide the greatest benefit to people when they are wide enough for two people to walk side-by-side, maintained in good condition with few bumps or cracks, kept clear of debris and overgrowing plants, and built with curbs.

Severe cracking creates uneven and hazardous walking surfaces

New sidewalk remains level across driveway

Alternative sidewalk design

What is the purpose of a sidewalk?

- Improves safety and comfort of people walking by separating pedestrians from people moving faster on bikes or in cars.
- Provides a dedicated space away from car traffic for children to walk, play, and learn to ride a bike.

Where are new sidewalks installed?

- The Billings Urban Area Long-Range Transportation Plan, the Safe Routes to School Plan, and the Capital Improvement Plan identify locations for new sidewalk construction and existing sidewalk repair and rehabilitation projects.
- Developers often have to build new sidewalks or repair existing sidewalks with new development.
- Ideally, existing neighborhoods should have sidewalks on at least one side of residential streets. New developments in the City, (with the exception of parcels developed via master site plans (i.e. apartments or condos all on the same lot) are required to have sidewalks on both sides of the street. School routes may be locations where sidewalks should be installed on both sides of residential streets to provide for direct access from homes to school, as well as to areas used for off-site drop-off and pick-up.
- Along existing sidewalks, opportunities are identified to remove barriers such as light poles or other obstructions, aiming to maintain a 4-ft clear zone. Opportunities to limit or narrow driveways (a.k.a. curb cuts) may also be identified, which can create conflicts between people walking and people driving.

How much does a new sidewalk cost?

$$–$$$$: Building new sidewalks can be an expensive and challenging engineering project. Often, coordination must be done with nearby property owners. In addition, driveways connecting to private property may need to be redesigned and rebuilt, encroachments of private property onto public property removed, and new stormwater infrastructure constructed.

How long does it take to get a new sidewalk installed?

1–2 Years: Design and outreach must be completed before construction can begin.

Additional Information

When building conventional sidewalks is not feasible, other strategies may be considered for creating safer walking routes to school, such as Shared Streets, reallocating road space to create dedicated walking space, and alternative surfacing materials.

References and Resources

- United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)

Speed Humps

Speed humps are traffic calming features that encourage people driving to slow down. Speed humps are raised areas that extend across the street with wheel cutouts to allow large vehicles, like buses or emergency vehicles, to pass through unaffected.

Speed hump

Speed humps help with traffic calming on streets that have high numbers of bicyclists

Speed humps installed on hills help slow traffic coming downhill

What is the purpose of speed humps?

- Slow people driving to make streets safer and more comfortable for people walking and biking.
- Speed humps are usually installed on neighborhood streets.

Where are speed humps installed?

- The City of Billings currently does not have a funding source for neighborhood traffic calming. Therefore, it falls on the individual neighborhoods to fund a localized project. Typically, this funding is raised through a Special Improvement District (SID).
- There is a City-approved design template for speed humps that should be used to ensure consistency across the City.

How much does a speed hump cost?

$: Speed humps are low-cost ways to slow people driving.

How long does it take to install a speed hump?

1–2 years: Priority streets with high speeds are usually identified one year and construction happens the next year.

References and Resources

- NACTO Urban Street Design Guide

Right-Turn Redesign

Intersections should be designed to accommodate safe pedestrian crossings using tight curb radii, pedestrian corner islands, and other tools. This is especially the case where right-turn slip lanes are present, many of which were designed to promote fast, and unimpeded vehicles travel, which can be unsafe for crossing pedestrians.

Slip lanes with added signs and raised crosswalks bring attention to pedestrians

Curb radii can be adjusted to lower vehicle turning speeds

Temporary turn wedges can be installed to test turning radii

What is the purpose of right turn redesign?

- Separate right–turning traffic
- Slow turning vehicle speeds and improve safety.
- Allow drivers to see approaching cross street traffic more clearly.

Where are right-turn redesigns installed?

- Right lane redesign can be used at intersections with high volumes of pedestrians and conflicting turning vehicles.
- Vehicle turning speeds are evaluation to determine whether a decrease in turning radius would reduce speeds

How much do right-turn redesign restrictions cost?

$$–$$$: Depending on the location, right-turn redesigns include reconfiguring the roadway, adding striping and/or constructing an island.

How long does it take to install a right turn redesign?

1–2 years: Traffic studies must be completed before installation can begin. Additional time may be needed if traffic islands are constructed.

References and Resources

- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities
- ITE Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities

Lane Reconfiguration

On multi-lane streets, a lane reconfiguration can improve safety for all roadway users. Lane reconfiguration could be reducing the number of lanes, reducing the width of the lanes, or modifying parking. Modification of on-street parking can also give flexibility to constrained streets. Depending on the needs of the street, which are determined by careful analysis, a strong public process, and its general purpose, parking or turn lanes may be repurposed for other uses such as wider sidewalks, street trees, bike lanes, or more efficient transit.

Street before lane reconfiguration

Street after lane reconfiguration

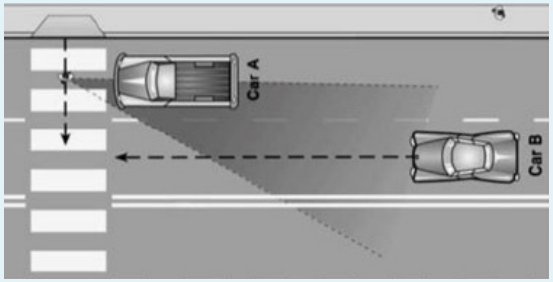
Street after lane reconfiguration

What is the purpose of a lane reconfiguration?

- Makes it easier and safer for people to cross busy streets by reducing the number of traffic lanes a person has to cross. When people cross streets with more than one lane in each direction they encounter a 'multiple threat.'
- Reallocates space on the street to widen sidewalks, plant street trees, add curb extensions, or install protected bike lanes.
- Slows people driving, which makes the street safer for everyone. When there's one lane in each direction, a person driving can only go as fast as the person in front of them.
- Makes it safer for people driving to make a left turn when a center turn lane is added, and a single lane of traffic helps manage drivers cutting in and out of lanes, which helps reduce collisions.
- Narrowing the width of travel lanes can also slow people driving and create space on the street to make it safer and more comfortable for people walking and biking.

Where are lane reconfigurations done?

- When a street is being resurfaced or reconstructed, there is an opportunity to change the configuration of lanes on the street. Traffic conditions and crash records are evaluated to identify whether a road or lane diet is needed and if parking can be modified.
- Streets that are good candidates for lane reconfigurations typically have lower volumes than would be expected for a street with the existing configuration.
- For all lane reconfiguration projects, the flow of traffic is carefully analyzed to make sure a lane reduction wouldn't cause back-ups at traffic signals, and a public process is conducted to discuss tradeoffs with the public.
- For parking lane reconfigurations, parking use and supply is carefully studied and inform the proposed designs that are vetted through a public process before moving forward.
- Any modifications made for lane reconfigurations are designed by an engineer.



Multiple Threat

A multiple threat is a situation where a driver in one lane (car A) stops for a person crossing the street, but the driver in the next lane (car B) doesn't see the person and doesn't stop. If a crosswalk is marked across more than two lanes of traffic, additional safety improvements like crossing beacons, pedestrian signals, refuge islands, curb extensions, or advanced stop lines may be installed to minimize the multiple threat.

Lane Reconfiguration (continued)

A three-lane to two-lane reconfiguration

Lane reconfiguration

Center turn lane narrowed to provide space for bike lanes

How much does a lane reconfiguration cost?

$–$$$$: The cost of a lane reconfiguration is highly variable; it may involve removing the lane lines from the street and repainting new lane lines, which is often done at night or on weekends to minimize traffic disruptions. When a lane reduction is done as part of a larger project to resurface or reconstruct a street, it can be accomplished for relatively low costs.

How long does it take to do a lane reconfiguration?

>1 year: Community input is gathered through presentations and public comment at the local governing bodies which influences design decisions in the first year, and construction typically follows the year after.

References and Resources

- FHWA Proven Safety Countermeasures: Road Diet (Roadway Reconfiguration)

SIGNS AND MARKINGS

Stop Signs

Stop signs are a traffic control device used at intersections with three or more approaches, and where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law.

Stop sign with stop line at an all-way stop

Stop sign oriented to traffic crossing a neighborhood bikeway

Stop sign at intersection between a neighborhood street and a busier street

What is the purpose of a stop sign?

- Controls traffic movements between people driving, walking, and biking by assigning right of way at an intersection.
- May be used to control one direction of traffic while allowing the other direction to flow freely or can be used to control all directions of traffic.

Where are stop signs installed?

- The MUTCD determines if the safety of an intersection would be improved by controlling one or more directions of traffic with a stop sign. The MUTCD outlines certain minimum thresholds of motorist, pedestrian, and bicyclist traffic and collisions that should be considered before installing a stop sign.
- If the volumes of people driving, walking, and biking at each direction of the intersection are approximately equal and meet the minimum thresholds established in the MUTCD, stop signs may be installed for all directions of travel.
- If the volumes of people driving, walking, and biking from each direction are unequal, the street with the lower volume of people traveling should be stop-controlled unless there are reasons to provide an advantage to one direction of travel (e.g. neighborhood bikeways).
- Other considerations include:
  - direction of school walking routes,
  - visibility and sight distance on different sides of the intersection, and
  - providing advantage to one direction of travel over another, e.g. neighborhood bikeway or major trail connection.
- Stop signs may be accompanied by stop lines, which indicate to people driving where to stop their car before the intersection.

How much does a stop sign cost?

$: Stop signs are a relatively low-cost and effective way of controlling traffic at intersections.

How long does it take to install a stop sign?

<1 year: If it is determined that an intersection should have one or more new stop signs, they can be installed relatively quickly.

References and Resources

- FHWA Manual for Uniform Traffic Control Devices
- AASHTO Guide for the Development of Bicycle Facilities

Yield Signs and Advanced Yield Markings

Advance yield lines are pavement markings placed in advance of an uncontrolled and unsignalized crosswalk and are used in conjunction with YIELD HERE TO PEDESTRIANS signs. This treatment increases the distance between where motorists yield and the crosswalk, which improves the visibility of people in the crosswalk and helps reduce multiple-threat crashes. Multiple-threat crashes occur when a driver in one lane yields for a person in the crosswalk and a driver in an adjacent lane does not, striking the person in the crosswalk.

Yield signage in combination with crossing infrastructure increases visibility

Yield signage can vary with application

Bike-specific yield markings and signs may be necessary depending on the situation

What is the purpose of yield signs and advanced yield markings?

- Increases visibility between people driving, walking, and bicycling.
- Reduces multiple-threat crashes.

Where are yield signs and advanced yield markings installed?

- Advance yield markings should be considered on four-lane (or wider) streets at uncontrolled intersections where adult school crossing guards are posted.
- Yield signs and markings are used at midblock crossings, crosswalks at free-flow ramps, and roundabouts.
- Parking should be prohibited in the area between the yield line and the crosswalk to allow for increased visibility for pedestrians and motorists

How much do yield signs and advanced yield markings cost?

$: Yield signs and advanced yield markings are typically added where there is already a marked crosswalk, so the cost is minimal.

How long does it take to install a right turn redesign?

<1 year: If it is determined that a crossing needs a yield sign and markings, they can be installed relatively quickly.

References and Resources

- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- Zerger, C., C. Lyon, R. Srinivasan, B. Persaud, B. Lan, and S. Smith. 2017. "Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments." Transportation Research Record: Journal of the Transportation Research Board 2636. Transportation Research Board of the National Academies. Washington, D.C.

Parking Restriction Signs

Parking provides access to businesses, residences, and other community resources, and it can also have a traffic calming effect by acting as a buffer between moving motor vehicles and people walking or biking. However, on-street parking can reduce visibility between drivers and people walking, especially at intersections and crosswalks.

Signage communicating time restrictions

Parking signage can indicate drop off only instructions

Signage can also be temporary and removable

What is the purpose of parking restriction signs?

- Parking restriction signs can be used to provide space for and communicate the right locations for school drop-off and pick-up activities.
- Removing parking space(s) at an intersection can improve the visibility of the crosswalk

Where are parking restriction signs installed?

- Signs are installed on approaches to intersections and crossings where parked vehicles could block visibility of pedestrians, or where stopped motorists block curb ramps or crosswalks.
- In some cases, physical street barriers to prevent motorists from parking near crosswalks, such as curb extensions, or interim measures such as planters or vertical flexible delineators are used to supplement parking restriction signs.
- Parking restrictions can either be implemented on a permanent basis or during certain times of day.
- Parking restrictions intended to improve crossing visibility are tailored to the speed of the street. The Federal Highway Administration (FHWA) recommends extending parking restrictions 20 feet from the crosswalk on 20 to 30 mph streets, 50 feet from the crosswalk on 35 to 45 mph streets, and 100 feet from the crosswalk on streets with posted speeds above 45 mph.

How much do parking restriction signs cost?

$: parking restriction signs can be quickly fabricated and installed, so the cost is minimal.

How long does it take to install parking restriction signs?

<1 year: Once the area and type of parking restriction is decided upon, they can be installed relatively quickly. The amount of time may increase as additional stakeholders (e.g., businesses) are impacted by parking restrictions.

References and Resources

- FHWA MUTCD Chapter 2

School Zones

School Zones are designated on the immediate blocks around a school with reduced speed limits and pedestrian crossing signage to facilitate safer crossings for children walking and biking to school.

Trained crossing guards improve school zone safety

School crossing sign

In road signage reinforces pedestrian priority at school crossings

What is the purpose of a school zone?

A School Zone is an area around a school that may have a reduced speed limit. This lower speed limit and associated signage serves to alert drivers that there will be students walking and/or biking in the area.

What treatments define a school zone?

- School zone signs with flashing lights are used to reduce speed limits during school arrival and dismissal hours.
- School crossing signs should be used on key crossings located within the school zone. Other enhanced crossing treatments may be appropriate, depending on the volumes of pedestrian and motor vehicle traffic.
- Signs may include School Crossing, Speed Limit, and/or School Bus Stop signs.
- Beacons may be used to supplement signage.

What other treatments should also be considered to improve safety in a school zone?

- Adequate sidewalks and crosswalk markings.
- Crossing guards with proper equipment and training.
- Traffic control devices including pedestrian activated signals.

Where are school zones implemented?

- The beginning point of a reduced school speed limit zone should be at least 200-ft in advance of the school grounds, a school crossing, or other school related activities; however, this 200-ft distance should be increased if the reduced school speed limit is 30 mph or higher.
- School zone locations are governed by MUTCD and engineering evaluation.
- Signage and pavement markings are not frequently used on neighborhood streets, though it does speed of traffic and anticipated number of students walking along the route. This also applies if the approach is a state highway or major arterial.
- Additional information on school zone signage and markings can be found in the MUTCD.

How much do school zone improvements cost?

$: Pavement markings and signage are relatively inexpensive. Costs increase if sidewalk construction, road alterations, and traffic signals are also needed.

References and Resources

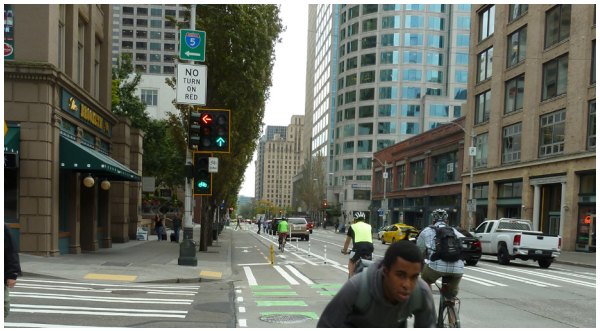
- MUTCD Traffic Control for School Areas
- New Jersey School Zone Design Guide
- Arizona Traffic Safety for School Zones Manual

SIGNALS

Traffic Signals

Traffic signals coordinate the flow of traffic at intersections, including people driving, walking, and biking.

Bicycle signal detection



Reflective back plate makes the signal more visible

"No Turn on Red" sign

What is the purpose of a traffic signal?

- Controls the flow of traffic and provides coordinated movement of people driving, walking, and biking.
- Provides a safer, more comfortable environment for people walking and biking to cross the street or streets with high traffic volumes or speeds. People driving have to completely stop at red signals when it's the pedestrian's or bicyclist's turn to cross the street.
- When there is a steady stream of traffic, it can be difficult for people walking or biking to find a gap in traffic to cross the street. Traffic signals create gaps in traffic that allow people biking or walking to cross the street.

Where are traffic signals installed?

- The MUTCD is used to determine whether the safety and traffic flow at an intersection would be improved by installing a new traffic signal. The MUTCD outlines minimum thresholds for vehicle and pedestrian traffic and collisions that should be considered before installing a traffic signal.
- A traffic engineering study would be conducted to determine if a location meets the MUTCD thresholds, further analyze traffic patterns, and conclude whether a new signal would improve safety or the flow of traffic.
- At some intersections near schools, signal timing and flashing pattern during school arrival and dismissal hours can be adjusted to create fewer conflicts between people walking and people driving.
- Providing a dedicated phase for people to cross the street followed by a separate phase for left turning vehicles reduces potential conflicts between pedestrians and motorists. By prohibiting left turns during the WALK phase, pedestrians in the crosswalk do not have to worry about turning motorists yielding to them.
  - At some intersections, including some locations in downtown, people driving aren't allowed to make a right turn when the traffic signal is red. This design makes it safer for people walking across the street by reducing the number of potential conflicts with people turning right on red.
  - Traffic signals are more convenient for people walking when the WALK sign is displayed automatically when it's their turn to cross the street, a strategy referred to as automatic recall. Signals in areas of Billings with high pedestrian volumes are programed to show the walk signal automatically. In situations with very low pedestrian volumes, this design may not be appropriate, so many traffic signals have push buttons for people to activate the WALK phase.
  - At intersections that are frequently used by people on bikes, equipment can be installed to detect

Traffic Signals continued

when a bicyclist is present. Many new traffic signals in Billings are being controlled by GRIDSMART video controllers that automatically detect bikes in the road. In addition, old induction loops are being replaced with these new controllers.

How much does a traffic signal cost?

$$$$: Installing a new traffic signal is a very costly safety improvement. When possible, more cost-effective safety improvements that achieve the same safety objectives are considered so that more can be achieved with limited city resources.

How long does it take to install a traffic signal?

- 2–4 years: A limited number of new signals are installed every year because they are so costly. They take a long time to design and construct because they are complex systems.
- 4+ years: If the new signal is on a state route, then the City coordinates with the Montana Department of Transportation, which adds time to the process.

References and Resources

- FHWA Manual on Uniform Traffic Control Devices
- Federal Highway Administration Proven Safety Countermeasures

Leading Pedestrian Intervals (LPI)

A Leading Pedestrian Interval (LPI) gives people walking the WALK indication 3–5 seconds before people driving in the same direction get a green signal. Because people walking are already in the crosswalk when people driving begin to turn left or right, people driving are more likely to yield to people walking.

What is the purpose of an LPI?

- The LPI signal timing technique allows pedestrians to establish themselves in the intersection in front of turning vehicles, increasing visibility between all modes.

How does Billings decide where to implement an LPI?

- The LPI can be used at intersections with high volumes of pedestrians and conflicting turning vehicles and at locations with a large population of elderly or school children who tend to walk more slowly.
- The LPI should be at least three seconds to allow pedestrians to cross at least one lane of traffic to establish their position ahead of turning traffic.

How much do LPIs cost?

$: An LPI is typically added where there is already a signal, so the cost is minimal.

With a Leading Pedestrian Interval, motorists have a red signal for the first 3–5 seconds of the WALK phase.

How long does it take to install an LPI?

A few months. An LPI is typically added where there is already a signal, so this reflects the time to redesign the signal cycle and time for a technician to adjust it at the control center or in the field.

Traffic Signals continued

Right Turn on Red Restrictions

A Right Turn on Red Restriction (RTOR Restriction) prohibits motorists from taking right turns at signals if the light is red. The standard MUTCD sign states "NO TURN ON RED." For areas were RTOR restrictions may only be needed during certain times of the day (e.g., school arrival and dismissal times), time-of day restrictions may be appropriate.

What is the purpose for RTOR restrictions?

- RTOR restrictions allow pedestrians to have a specific phase where they can walk aligned with a green light without conflict from right turning vehicles
- NO TURN ON RED restrictions remind drivers of their obligation to yield to people walking and biking in the crosswalk.

How does Billings decide where to implement RTOR restrictions?

- RTOR restrictions can be used at intersections with high volumes of pedestrians and conflicting turning vehicles or in areas with visibility concerns.
- Signs should be clearly visible to right-turning motorists stopped in the curb lane at the crosswalk.
- There is no available research to support whether installing NO TURN ON RED signs is an effective tool at decreasing crashes with pedestrians. Therefore, it is recommended that such signs be used in conjunction with LPIs

How much do RTOR restrictions cost?

$: An RTOR restriction is typically added where there is already a signal, so the cost is minimal. If an electronic sign is desired, that can significantly increase the cost.

How long does it take to install an RTOR restriction?

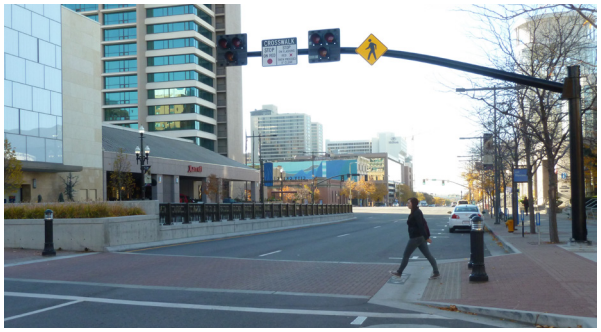
A few months. An RTOR restriction is usually added to an already-existing signal pole, so the timing is dependent on how long the intersection analysis and evaluation would take. More time would be needed for electronic signs to allow a technician to adjust the signal timing at the control center or in the field.

Pedestrian Hybrid Beacons

Pedestrian Hybrid Beacons (PHB) are pedestrian-activated traffic control devices which help pedestrians safely cross major roadways where there is no traffic signal. PHBs are also known as High Intensity Activated Crosswalks, or HAWK, signals.

Pedestrian hybrid beacon

Pedestrian hybrid beacon on a divided roadway


Pedestrian hybrid beacon on a downtown street

What is the purpose of a PHB?

Makes the presence of a person trying to cross the street known to people driving, since the beacon is only activated when someone pushes the button.

How does a PHB work?

- The beacon consists of two red lights above a single yellow light. The beacon head is "dark," or unilluminated, until a pedestrian activates the device. The pedestrian pushes a button that activates the beacon. After displaying brief flashing and then steady yellow intervals, the device displays a steady red indication to drivers and a "WALK" indication to pedestrians, allowing them to cross while traffic is stopped.
- The solid red signal face on a PHB has the same meaning as and should be treated like a traffic signal showing a red light. Once the red light starts flashing it should be treated like a stop sign, where the driver is to stop and make sure it is clear before proceeding.

Where are PHBs installed?

- The City follows the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) guidelines and warrants when studying a location for a PHB.
- Data is used to understand the volume and speed of people driving on the street as well as the number of traffic lanes a person has to cross.
- The safety history of the crossing is considered in addition to environmental and community issues at a given location.
- PHB must be located more than 300-ft from existing signals.
- PHB should be reserved for roads with at least three travel lanes.
- PHB can be installed at crosswalks that have other safety improvements, like a crossing island.

How much does a PHB cost?

$$$$: Relatively expensive due to electrical components that often require temporarily removing sidewalk to access underground electrical lines and the reconstruction of any sidewalk removed during construction. The cost can range from $75,000 to $150,000.

How long does it take to install a PHB?

1–2 years: Traffic studies and signal design must be completed before installation can begin.

References and Resources

- Pedestrian Safety Guide and Countermeasure Selection System: Pedestrian Hybrid Beacon
- FHWA Intersection Safety Technologies
- Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD)

Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFB) are pedestrian-activated flashing lights on the side of the street that make a crosswalk more visible to people driving and alert them to the presence of a person trying to cross the street.

RRFB with passive detection

RRFB with push button at a school crosswalk

RRFB at a neighborhood bikeway crossing

What is the purpose of a RRFB?

- Makes the presence of a person trying to cross the street known to people driving, since they only flash when someone pushes the button or activates an automatic sensor.
- Studies have shown that people driving are more likely to stop for people trying to cross the street when they activate a rectangular rapid flashing beacon. The highly visible flash of RRFBs is very eye-catching to motorists.

Where are RRFBs installed?

- The Federal Highway Administration (FHWA) provides guidance for the installation of RRFBs. For more information, see https://mutcd.fhwa.dot.gov/resources/interim_approval/ialistreq.htm#ia11
- The City of Billings considers the volume and speed of traffic on the street as well as the total distance a person walking or biking has to cross.
- RRFBs can be installed at crosswalks that have other safety improvements, like a crossing island.

How much does a RRFB cost?

$$: RRFBs are a relatively inexpensive way to improve safety for people crossing the street. The cost to install RRFBs can increase if the crossing doesn't already have a marked crosswalk with curb ramps that meet Federal Americans with Disabilities Act requirements.

How long does it take to install a RRFB?

Varies. If the existing crossing already has marked crosswalks and curb ramps that meet ADA requirements, RRFB can be installed in a few months. If other improvements are needed at the location, it may take 1–2 years.

References and Resources

- Interim Approval for Optional Use of RRFBs (FHWA)
- Pedestrian Safety Guide and Countermeasure Selection System: RRFB
- FHWA Intersection Safety Technologies

OTHER

Bicycle Parking

Bicycle parking can be a single rack or a group of racks and can be installed on school grounds, on the sidewalk, or in the street.

Bike racks on the sidewalk

Bike corral

Covered bike parking

What is the purpose of bicycle parking near schools?

- Gives students and school staff a place to secure their bike during the day while they're at school.
- Encourages students and school staff to ride their bikes to school.
- When located near the main entrance, bike parking makes it inviting for people who get to school by bike.
- Sends the message that the school encourages bicycling.

Where is bike parking installed?

- Every school should have enough bike parking to meet the day-to-day needs of students and staff. Bike parking at schools is currently the responsibility of the school district.
- When deciding where to install bike racks, the school district facilities group considers locations where the racks will be:
  - noticeable immediately when arriving at school,
  - visible from nearby windows and the street to make sure bikes are secure, and
  - publicly accessible.
- The Billings Area Bikeway and Trail Master Plan specifies three preferred bicycle rack types - the "Inverted U," cost hanger rack, and post and loop rack.

How much does bike parking cost?

$: Bike parking is relatively inexpensive.

How long does it take to install bike parking?

< 1 year: New bike parking can generally be installed at a school in less than one year.

Bike corrals

Sometimes the best place to install bike parking is on the street. A bike corral can be installed in place of on-street parking and can provide parking for 6 to 12 bikes in place of one car.

A corral can also be placed in locations where parking isn't allowed, like 30 feet from an intersection or marked crosswalk. This helps make the crosswalk safer by ensuring no one parks their car illegally and blocks visibility of the crosswalk or intersection, while also adding parking spaces for people on bikes.

References and Resources

- Billings Area Bikeway and Trail Master Plan
- Safe Routes to School National Partnership
- City of Billings Bike Parking Guidelines
- Association of Pedestrian and Bicycle Professionals: Bicycle Parking Guidelines

Shared Use Paths

Shared use paths create active transportation corridors that provide expanded travel choices. Shared use paths can be built independent from the road network or alongside a roadway where traffic volumes and speeds are too high, or where there is not sufficient space for bicycle lanes in the existing street space.

Multi-use paths in Alexandria, VA

Multi-use path in Billings

Multi-use path in Austin, TX

What is the purpose of a shared use path?

- Serves both transportation and recreation users.
- Can accommodate two-way pedestrian and bicycle use.
- May include connections to the on-street bicycle and sidewalk network.
- Should be aesthetically appealing and feel safe to use.
- May provide opportunities for economic development along the path corridor.

Where are shared use paths built?

- Prioritization criteria based on proximity to destinations, residential populations, connectivity, and community support all contribute to the trail-siting process.
- Opportunities to integrate shared use paths in proposed development projects are consistently looked for, as well as outreach and education opportunities for local bicycle, pedestrian, and environmental advocacy groups.
- A 10 ft-wide hard surface path is ideal, but may need to narrow the trail under constrained circumstances.
- Shared use paths are constructed as part of the construction or reconstruction of arterial roads within the City of Billings. On arterials, shared use path are being built on one side with a standard sidewalk on the other.

How much does a shared use path cost?

$$$: Costs for shared use paths vary, but are typically among the most expensive types of bicycle and pedestrian facilities. Components of multi-use path design and construction include:

- » Right-of-way
- » Surface material
- » Lighting
- » Landscaping
- » Terrain grading
- » Retaining walls
- » Pavement markings
- » Fencing/rails
- » Multi-use bridges
- » Maps and signage
- » Trail furniture
- » Wayfinding signage

How long does it take to install a shared use path?

Varies. Planning, public input, design, engineering, and construction are all components of the installation process. Many urban trails will take 5 to 10 years to be fully implemented. However, shorter segments that close gaps in the network or eliminate barriers can often be installed in a shorter timeframe. Public Works constructs about 1 mile of shared use paths per year and developers who develop on arterial streets may have to build shared use paths.

References and Resources

- Billings Area Bikeway and Trail Master Plan
- NACTO Urban Bikeway Design Guide
- AASHTO Guide for the Development of Bicycle Facilities
- City of Billings Subdivision Regulations

Arrival-Dismissal Traffic Safety Plan

Many parents cite traffic and confusion at pick-up and drop-off as one of the reasons they choose to drive their children to or from school. Arrival and dismissal plans aim to help document formal and organized procedures for students and families using all modes of transportation - walking, biking, driving, and taking the bus - upon arrival and dismissal to help limit the chaos and confusion.

Arrival and dismissal plans communicate the preferred locations for buses and personal vehicles

Crossing guards should be involved in creating arrival and dismissal plans

Arrival and dismissal plans can encourage walking and biking to school by managing behavior expectations

What is the purpose of an arrival-dismissal traffic safety plan?

- Gives parents and caregivers consistent expectations of how to behave at drop-off and pick-up to maintain safety for people walking, biking, driving, and bussing.
- Allows the school to address campus-specific issues and challenging local street networks.

How are arrival-dismissal traffic safety plans developed?

- Currently, each school develops their own arrival-dismissal traffic safety plan. These plans, for most schools, were updated for the 2021–2022 school year to address COVID-19 precautions.
- Traffic safety plans should be revised regularly to address changes in travel behaviors, identified safety concerns, availability of staff to supervise, or safety bussing changes.
- Arrival-dismissal traffic safety plans should be revisited prior to the school year and sent to parents and staff with welcome materials. The plans should be revisited throughout the school year to address any issues that arise.

How much does an arrival-dismissal traffic safety plan cost?

$: Plans are a relatively low-cost and effective way to manage drop-off and pick-up times. Additional costs may be incurred implementing the plan, dependent on whether additional staff are needed to assist.

How long does it take to implement an arrival-dismissal traffic safety plan?

<1 month: The plan is sent to parents and staff via email and in student folders. Additionally, school staff and administrators should regularly monitor arrival and dismissal times to continually remind and educate parents, students, and staff on the plan expectations.

References and Resources

- Safe Routes to School National Partnership. Keep Calm and Carry on to School: Improving Arrival and Dismissal for Walking and Biking
- Feet First. Improve your School Arrival and Departure Procedures: A Toolkit for School Safety Committees

4.1 Safety Infrastructure Tool Selection Matrix

With so many tools available, it can be difficult to know which one(s) will have the greatest safety benefits. The table below will help in selecting the right tool for addressing common safety concerns near schools in Billings. The tools can be used together, and often greater safety gains can be expected when more than one tool is used.

	COMMON SAFETY CONCERNS NEAR SCHOOLS											
	Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/or comfort	Poor bicycle access and/or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
Capital Improvements												
Sidewalks				x	x		x					x
Curb Ramps				x								
Curb Extensions	x	x	x	x			x	x	x			
Pedestrian Refuge Islands	x	x		x		x		x	x			
Speed Humps	x				x							
Raised Crosswalks	x	x		x	x	x			x			
Right-Turn Redesign	x	x	x	x	x							
Shared-Use Paths				x	x					x		x
Signs & Markings												
Lane Width Reduction	x	x		x	x							
Lane Reconfiguration	x	x		x	x							
Marked Crosswalks		x	x	x		x			x			

Continued on the next page

	COMMON SAFETY CONCERNS NEAR SCHOOLS											
	Motor vehicle speeding	Long crossing distances	Turning vehicles not yielding	Poor pedestrian access and/or comfort	Poor bicycle access and/or comfort	Crosswalks blocked during arrival/ dismissal	Pedestrians crossing mid-block	Poor visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic	Illegal U-turns	Constrained school site/ few access points
Advance Yield Markings	x	x	x	x	x			x	x			
Stop Signs	x			x	x				x			
Parking Restriction Signs				x	x	x	x	x	x		x	x
Turning Vehicles Yield to Pedestrian Signs			x	x	x			x	x			
School Zones and School Crossing Signs	x	x		x	x	x		x				
Signals												
Leading Pedestrian Intervals		x	x	x					x			
Protected Left Turns		x	x	x	x			x	x			
Right Turn on Red Restrictions		x	x	x	x			x	x	x		
Pedestrian Hybrid Beacons	x	x		x	x	x	x	x	x			
Rectangular Rapid Flashing Beacons	x	x		x	x	x	x	x	x			
Other												
Bicycle Parking					x							
Arrival-Dismissal Traffic Safety Plan	x	x	x	x	x	x	x	x	x	x	x	x

5. Project Impact

All of the project locations identified in Section 3 cannot be implemented immediately for a variety of reasons – funding constraints, staff availability, political support, etc. As such, it is important to prioritize the projects to evaluate the potential impact of each project. While the City of Billings will try to implement projects by category of impact, projects will not be implemented in the exact order of impact. For example, the City of Billings will try to implement high impact projects before medium or low impact projects.

Project implementation order may differ from project impact score based on external factors such as the opportunity to combine a SRTS project with other construction, the need to acquire right-of-way or easements, the types or amount of funding available, etc. In addition, not all projects are under City of Billings jurisdiction. Some may need to be installed, constructed, or implemented by other entities.

5.1 Impact Score Criteria

The project locations identified in this plan were evaluated for their level of impact using a set of criteria that represents both the values and realities of the SRTS program and its stakeholders in Billings. The criteria are:

- **Traffic Safety.** This criteria represents the safety of the roadway as evaluated by a variety of factors – speed limit, roadway classification – that impact the safety of people walking or biking on, alongside, and/or crossing the roadway. For all three of these factors, higher amounts (e.g., a higher speed limit) increase the criteria's score since having higher amounts, in turn, create a less safe – both actual and perceived – environment for people walking and biking.
- **Feasibility.** This criteria represents the likelihood and/or ease of the project getting built based on available funding and documented support. There are three factors that contribute to the feasibility score a project location would receive – whether the project is related to pedestrian crossings, sidewalk, or ADA improvement (there is a dedicated annual funding source for these types of projects); whether the project is specified in the City's 5-year Capital Improvement Plan; and whether a project at the location is identified in a citywide or regional plan.
- **Demand.** Demand is based on the potential use of an improvement at the location if it were to be built. This criteria is measured by the number of students within a ¼-radius of the location.
- **Equity.** The Billings School District is consistently looking for ways to be more equitable, whether in or out of the classroom. The equity criteria that is being applied to the project locations are criteria that each school gathers and includes the percentage of students eligible for Free or Reduced Lunch and the percent students of color. Each project location is "assigned" these numbers based on the school that it is associated with.

5.2 Implementation

Implementation is an important part of any SRTS plan. After identifying areas of concern based on geographic data, comments from principals, crossing guards, and the public as well as professional expertise from City of Billings, MPO, and Toole Design staff, the locations above were identified as areas of concern. Improving these areas should help make it safer, easier, and more appealing for children to walk and bike to school.

Upon adoption of this plan, the City of Billings Public Works Department will evaluate the planning-level project suggestions on an engineering level to determine the feasibility of each tool suggested. The tool(s) used to address each project may change at this point due to other constraints, but the City of Billings will consider how to make walking and biking for students safer at each of these locations.

The City of Billings currently has dedicated funding sources available each year to construct new sidewalks, add accessible ramps to intersections, and to improve crossings. Other funding sources, such as gas tax, arterial fees, developer contributions, special improvement district bonds, street maintenance fees, and tax increment financing district revenues may be able to be used for some of these projects. Others may be funded by grant funding that the City of Billings applies for in the future.

In order to be programmed for construction, all infrastructure projects over $25,000 must be programmed into the City of Billings Capital Improvement Plan (CIP). The CIP is a five-year program that identifies the needs for construction of capital projects or improvements to the City's infrastructure. Each update is create with input from the public and direction from the City Council.

Table 1 summarizes the criteria, metrics, and weights used to prioritize the project locations.

Table 1. Criteria Table for Plan

Criteria	Metric	Maximum Points per Metric	Point Assignment	Overall Criteria Score
Traffic Safety	Posted Speed Limit[1]	50	25mph = 10 30mph = 20 35mph = 30 40mph = 40 45+mph = 50	100
	Roadway Classification	50	Street = 10 Collector = 30 Minor Arterial = 40 Principal Arterial = 50	
Feasibility	Project is for Pedestrian Crossing, Sidewalk, or ADA Improvement	30	Yes = 30 No = 0	100
	In 5-Year Capital Improvement Plan	50	Yes = 50 No = 0	
	Documented in Adopted Plan	20	Yes = 20 No = 0	
Demand	Number of Students Living Within ¼-mile of the Project	100	<110 students = 120 110-139 students = 240 140-159 students = 360 160-199 students = 480 200+ students = 50100	100
Equity	Free and Reduced Lunch Percentage at School	50	Free and Reduced Lunch Percentage x 50	100
	Percent Students of Color	50	Percent Students of Color x 50	
			TOTAL POINTS AVAILABLE:	400

1 Posted speed limits used are not reflective of any "School Zone" temporal speed limit (e.g., 20mph when school speed limit sign is flashing) and only represent the regularly signed speed on the roadway.

5.3 High Impact Project List

Using the criteria and scoring detailed on page 109, the project locations are scored as follows:

School	Project Number	Location	Project Type	Impact Scoring Criteria Category																						Overall Score
				Traffic Safety					Feasibility							Demand			Equity							
				Posted Speed Limit	Points Assigned	Roadway Classification	Points Assigned	Total Traffic Safety Score	Ped Crossing, Sidewalk, ADA	Points Assigned	Specified in the 5-year CIP	Points Assigned	Documented in Adopted Plan	Points Assigned	Total Feasibility Score	Number of Students Living Within .25 mi	Points Assigned	Total Demand Score	Free & Reduced Lunch Percentage at School	Points Assigned	% Students of Color	Points Assigned	Total Equity Score			
ORCHARD	6	Jackson St and Francis Ave	Crossing	30	20	Collector	30	50	Y	30	N	0	Y	20	50	208	100	100	100%	50	58%	29	79	279		
MILES AVE	2	Broadwater Ave between 12th and 19th	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	Y	20	50	357	100	100	52%	26	31%	15	41	271		
NEWMAN	3	Calhoun Ln	Sidewalk	35	30	Minor Arterial	40	70	Y	30	N	0	N	0	30	240	100	100	100%	50	39%	20	70	270		
BOULDER	1	Poly Dr	Speeding	35	30	Principal Arterial	50	80	N	0	Y	50	Y	20	70	369	100	100	13%	7	14%	7	13	263		
ALKALI CREEK	3	Alkali Creek Rd from Sandstone Trail to Moon Valley Rd	Sidewalk	35	30	Principal Arterial	50	80	Y	30	N	0	Y	20	50	226	100	100	34%	17	26%	13	30	260		
SANDSTONE	3	Babcock Blvd and Prospectors Ln/ Claim Jumper Ln	Crossing	25	10	Collector	30	40	Y	30	Y	50	N	0	80	269	100	100	38%	19	28%	14	33	253		
ORCHARD	5	Jackson St and Roosevelt Ave	Crossing	25	10	Collector	30	40	Y	30	N	0	Y	20	50	161	80	80	100%	50	58%	29	79	249		
ORCHARD	1	State Ave	Speeding	35	30	Minor Arterial	40	70	N	0	N	0	N	0	0	223	100	100	100%	50	58%	29	79	249		
BENCH	1	Lake Elmo Dr sidepath	Sidewalk	35	30	Collector	30	60	Y	30	N	0	N	0	30	267	100	100	57%	29	43%	21	50	240		
BENCH	3	Lake Elmo Dr north of Rice Ln	Sidewalk	35	30	Collector	30	60	Y	30	N	0	N	0	30	218	100	100	57%	29	43%	21	50	240		
BIG SKY	2	S 32nd St W and Lampman Dr	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	Y	20	50	150	60	60	47%	23	36%	18	41	231		
BROADWATER	1	Broadwater Ave between 4th and 5th St W	Speeding	35	30	Principal Arterial	50	80	N	0	N	0	Y	20	20	191	80	80	56%	28	32%	16	44	224		
WASHINGTON	4	Central Ave and Moore Ln	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	N	0	30	123	40	40	100%	50	47%	24	74	224		
WASHINGTON	3	Central Ave and from 10th to 12th St	Sidewalk	35	30	Principal Arterial	50	80	Y	30	N	0	N	0	30	121	40	40	100%	50	47%	24	74	224		
ORCHARD	3	Frances Ave	Arrival/Dissmissal Behavior	25	10	Collector	30	40	N	0	N	0	N	0	0	222	100	100	100%	50	58%	29	79	219		
ORCHARD	4	Jackson St	School Speed Zone	25	10	Collector	30	40	N	0	N	0	N	0	0	231	100	100	100%	50	58%	29	79	219		
POLY DRIVE	2	Colton Blvd and 24th St W	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	Y	20	50	151	60	60	25%	13	21%	11	23	213		

Continued on the next page

School	Project Number	Location	Project Type	Impact Scoring Criteria Category																				Overall Score
				Traffic Safety					Feasibility							Demand			Equity						
				Posted Speed Limit	Points Assigned	Roadway Classification	Points Assigned	Total Traffic Safety Score	Ped Crossing, Sidewalk, ADA	Points Assigned	Specified in the 5-year CIP	Points Assigned	Documented in Adopted Plan	Points Assigned	Total Feasibility Score	Number of Students Living Within .25 mi	Points Assigned	Total Demand Score	Free & Reduced Lunch Percentage at School	Points Assigned	% Students of Color	Points Assigned	Total Equity Score	
BOULDER	4	Zimmerman Trail	Crossing	35	30	Principal Arterial	50	80	Y	30	Y	50	Y	20	100	87	20	20	13%	7	14%	7	13	213
SANDSTONE	2	W Wicks Ln	Speeding	35	30	Principal Arterial	50	80	N	0	N	0	N	0	0	490	100	100	38%	19	28%	14	33	213
BURLINGTON	1	Belvedere Dr	Shared Use Path	35	30	Principal Arterial	50	80	N	0	N	0	Y	20	20	172	80	80	42%	21	24%	12	33	213
CENTRAL HEIGHTS	1	Monad Rd and 24th St W	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	Y	20	50	114	40	40	42%	21	36%	18	39	209
ORCHARD	2	State Ave and Jackson St	Curb Ramps	35	30	Minor Arterial	40	70	N	0	N	0	N	0	0	142	60	60	100%	50	58%	29	79	209
ROSE PARK	7	19th St W between Avenue F and Avenue D	Speeding	30	20	Collector	30	50	N	0	N	0	Y	20	20	206	100	100	48%	24	26%	13	37	207
POLY DRIVE	1	Rimrock Rd and Arvin Rd	School Speed Zone	35	30	Principal Arterial	50	80	N	0	N	0	N	0	0	436	100	100	25%	13	21%	11	23	203
POLY DRIVE	3	Colton Blvd between Lyndell and 20th St W	School Speed Zone	35	30	Principal Arterial	50	80	N	0	N	0	N	0	0	358	100	100	25%	13	21%	11	23	203
SANDSTONE	5	Nutter Blvd and Babcock Blvd	Crossing	25	10	Collector	30	40	Y	30	N	0	N	0	30	240	100	100	38%	19	28%	14	33	203
SANDSTONE	4	Claim Jumper Ln	Sidewalk	25	10	Street	10	20	Y	30	N	0	Y	20	50	387	100	100	38%	19	28%	14	33	203
SANDSTONE	6	Neighborhoods southeast of Babcock Blvd	Sidewalk	25	10	Street	10	20	Y	30	N	0	Y	20	50	204	100	100	38%	19	28%	14	33	203
SANDSTONE	7	Neighborhoods north of Wicks Lane	Sidewalk	25	10	Street	10	20	Y	30	N	0	Y	20	50	300	100	100	38%	19	28%	14	33	203
BURLINGTON	3	19th St and Lewis Ave	Crossing	25	10	Collector	30	40	Y	30	N	0	Y	20	50	162	80	80	42%	21	24%	12	33	203
PONDEROSA	2	King Ave and Arlington Ave SW	Congestion	35	30	Minor Arterial	40	70	N	0	N	0	N	0	0	151	60	60	100%	50	44%	22	72	202
NEWMAN	1	S Billings Blvd and Simpson	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	N	0	30	72	20	20	100%	50	39%	20	70	200
BROADWATER	3	8th St W and Wyoming	Crossing	25	10	Collector	30	40	Y	30	N	0	N	0	30	182	80	80	56%	28	32%	16	44	194
WASHINGTON	2	Central Ave and from 10th to 12th St	Speeding	35	30	Principal Arterial	50	80	N	0	N	0	N	0	0	121	40	40	100%	50	47%	24	74	194
EAGLE CLIFFS	2	Constitution Ave and Governors Blvd	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	N	0	30	144	60	60	26%	13	17%	8	21	191
BIG SKY	3	S 30th St W and Lampman Dr	Crossing	25	10	Street	10	20	Y	30	N	0	Y	20	50	188	80	80	47%	23	36%	18	41	191
BENCH	2	Lake Elmo Dr and Milton Rd	School Speed Zone	35	30	Collector	30	60	N	0	N	0	N	0	0	162	80	80	57%	29	43%	21	50	190

Continued on the next page

5.4 Medium Impact Project List

Using the criteria and scoring detailed on page 109, the project locations are scored as follows:

School	Project Number	Location	Project Type	Impact Scoring Criteria Category																					Overall Score
				Traffic Safety					Feasibility							Demand			Equity						
				Posted Speed Limit	Points Assigned	Roadway Classification	Points Assigned	Total Traffic Safety Score	Ped Crossing, Sidewalk, ADA	Points Assigned	Specified in the 5-year CIP	Points Assigned	Documented in Adopted Plan	Points Assigned	Total Feasibility Score	Number of Students Living Within .25 mi	Points Assigned	Total Demand Score	Free & Reduced Lunch Percentage at School	Points Assigned	% Students of Color	Points Assigned	Total Equity Score	
BEARTOOTH	3	Wicks Ln and Bitterroot Dr	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	N	0	30	139	40	40	46%	23	28%	14	37	187
BROADWATER	2	4th St W between Broadwater Ave & Wyoming Ave	Arrival/Dissmissal Behavior	25	10	Street	10	20	N	0	N	0	Y	20	20	223	100	100	56%	28	32%	16	44	184
WASHINGTON	5	Cook Ave and 11th St	Crossing	25	10	Street	10	20	Y	30	N	0	Y	20	50	126	40	40	100%	50	47%	24	74	184
SANDSTONE	1	W Wicks Ln and Nutter Blvd	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	Y	20	50	106	20	20	38%	19	28%	14	33	183
BURLINGTON	2	24th St W and Lewis	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	Y	20	50	101	20	20	42%	21	24%	12	33	183
MCKINLEY	1	Parkhill Dr and N 32nd St	Crossing	25	10	Collector	30	40	Y	30	N	0	Y	20	50	91	20	20	100%	50	40%	20	70	180
MCKINLEY	2	11th Ave N and N 32nd St	Crossing	25	10	Collector	30	40	Y	30	N	0	Y	20	50	95	20	20	100%	50	40%	20	70	180
ROSE PARK	2	Parkhill Dr and 17th St W	Crossing	35	30	Minor Arterial	40	70	Y	30	N	0	Y	20	50	97	20	20	48%	24	26%	13	37	177
ROSE PARK	4	Poly Drive and Hoover Ave	Crossing	35	30	Minor Arterial	40	70	Y	30	N	0	Y	20	50	83	20	20	48%	24	26%	13	37	177
ROSE PARK	6	Avenue E and 19th St W	Crossing	30	20	Collector	30	50	Y	30	N	0	Y	20	50	113	40	40	48%	24	26%	13	37	177
ROSE PARK	5	Multifamily housing near Avenue C and 22nd St W	Shared Use Path	25	10	Street	10	20	N	0	N	0	Y	20	20	254	100	100	48%	24	26%	13	37	177
BROADWATER	4	6th St W and Wyoming	Crossing	25	10	Street	10	20	Y	30	N	0	N	0	30	188	80	80	56%	28	32%	16	44	174
WASHINGTON	1	11th St W	Arrival/Dissmissal Behavior	25	10	Street	10	20	N	0	N	0	Y	20	20	142	60	60	100%	50	47%	24	74	174
BITTERROOT	3	Barrett Rd and Bench Blvd	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	N	0	30	68	20	20	48%	24	29%	14	39	169
MEADOWLARK	1	Throughout neighborhood	Sidewalk	25	10	Street	10	20	Y	30	N	0	N	0	30	719	100	100	20%	10	16%	8	18	168
BEARTOOTH	2	Elaine St and Bitterroot Dr	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	N	0	30	79	20	20	46%	23	28%	14	37	167
ARROWHEAD	3	Shiloh Road at Arrowhead School Path crossing	Crossing	45	50	Principal Arterial	50	100	Y	30	N	0	N	0	30	54	20	20	17%	8	15%	7	16	166
POLY DRIVE	4	Side alley to east of school property	Shared Use Path	25	10	Street	10	20	N	0	N	0	Y	20	20	358	100	100	25%	13	21%	11	23	163

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School	Project Number	Location	Project Type	Impact Scoring Criteria Category																					Overall Score
				Traffic Safety					Feasibility							Demand			Equity						
				Posted Speed Limit	Points Assigned	Roadway Classification	Points Assigned	Total Traffic Safety Score	Ped Crossing, Sidewalk, ADA	Points Assigned	Specified in the 5-year CIP	Points Assigned	Documented in Adopted Plan	Points Assigned	Total Feasibility Score	Number of Students Living Within .25 mi	Points Assigned	Total Demand Score	Free & Reduced Lunch Percentage at School	Points Assigned	% Students of Color	Points Assigned	Total Equity Score	
BOULDER	3	Rehberg Ln and Colton Blvd	Crossing	35	30	Collector	30	60	Y	30	N	0	N	0	30	142	60	60	13%	7	14%	7	13	163
MILES AVE	3	Miles Ave and 15th St W	Speeding	35	30	Principal Arterial	50	80	N	0	N	0	N	0	0	125	40	40	52%	26	31%	15	41	161
ALKALI CREEK	2	Front of school along Alkali Creek Rd	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	N	0	30	81	20	20	34%	17	26%	13	30	160
ALKALI CREEK	4	Alkali Creek Road and Senators Blvd	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	N	0	30	64	20	20	34%	17	26%	13	30	160
CENTRAL HEIGHTS	2	Lexington Dr	Arrival/Dissmissal Behavior	25	10	Street	10	20	N	0	N	0	Y	20	20	175	80	80	42%	21	36%	18	39	159
BITTERROOT	1	Bench Blvd from Kyhl Ln to Barrett Rd	Arrival/Dissmissal Behavior	35	30	Principal Arterial	50	80	N	0	N	0	N	0	0	121	40	40	48%	24	29%	14	39	159
BITTERROOT	4	Heritage/Kiwanis Trail at Ahoy Avenue and Naples Street	Shared Use Path	25	10	Street	10	20	N	0	N	0	N	0	0	230	100	100	48%	24	29%	14	39	159
HIGHLAND	1	Poly Dr and Virginia Ln	Crossing	35	30	Minor Arterial	40	70	Y	30	N	0	N	0	30	82	20	20	39%	20	27%	14	33	153
BENCH	4	Ulnita Park/Twin Oaks neighborhood	Shared Use Path	25	10	Street	10	20	N	0	N	0	N	0	0	173	80	80	57%	29	43%	21	50	150
BEARTOOTH	4	Barrett Rd and Linden Dr	Crossing	25	10	Collector	30	40	Y	30	N	0	Y	20	50	71	20	20	46%	23	28%	14	37	147
BEARTOOTH	5	Barrett Rd from Kiwanis Trail to Columbine Dr	Sidewalk	25	10	Collector	30	40	Y	30	N	0	Y	20	50	59	20	20	46%	23	28%	14	37	147
ARROWHEAD	1	Rimrock Rd and 38th St W	Crossing	35	30	Principal Arterial	50	80	Y	30	N	0	N	0	30	107	20	20	17%	8	15%	7	16	146
ARROWHEAD	5	38th St W, south of school	Sidewalk	25	10	Collector	30	40	Y	30	N	0	N	0	30	149	60	60	17%	8	15%	7	16	146
EAGLE CLIFFS	1	Marias Dr/Wicks Ln	Shared Use Path	35	30	Principal Arterial	50	80	N	0	N	0	N	0	0	136	40	40	26%	13	17%	8	21	141
BIG SKY	1	Front of school	Arrival/Dissmissal Behavior	25	10	Street	10	20	N	0	N	0	N	0	0	199	80	80	47%	23	36%	18	41	141
BENCH	5	Rex Ln north of Milton Rd	Sidewalk	25	10	Street	10	20	Y	30	N	0	Y	20	50	103	20	20	57%	29	43%	21	50	140
MCKINLEY	3	Pioneer Park path, 3rd St W, and Ave C	Crossing	25	10	Street	10	20	Y	30	N	0	N	0	30	82	20	20	100%	50	40%	20	70	140

Continued on the next page

5.5 Low Impact Project List

Using the criteria and scoring detailed on page 109, the project locations are scored as follows:

School	Project Number	Location	Project Type	Impact Scoring Criteria Category																					Overall Score
				Traffic Safety					Feasibility							Demand			Equity						
				Posted Speed Limit	Points Assigned	Roadway Classification	Points Assigned	Total Traffic Safety Score	Ped Crossing, Sidewalk, ADA	Points Assigned	Specified in the 5-year CIP	Points Assigned	Documented in Adopted Plan	Points Assigned	Total Feasibility Score	Number of Students Living Within .25 mi	Points Assigned	Total Demand Score	Free & Reduced Lunch Percentage at School	Points Assigned	% Students of Color	Points Assigned	Total Equity Score		
ROSE PARK	3	Pedestrian bridge over canal at 19th St W	Shared Use Path	25	10	Collector	30	40	N	0	N	0	Y	20	20	123	40	40	48%	24	26%	13	37	137
ARROWHEAD	4	38th St W and Poly Dr	Crossing	35	30	Minor Arterial	40	70	Y	30	N	0	N	0	30	79	20	20	17%	8	15%	7	16	136
BOULDER	2	Colton Blvd	Connectivity	35	30	Principal Arterial	50	80	N	0	N	0	N	0	0	117	40	40	13%	7	14%	7	13	133
HIGHLAND	2	Parkhill Dr	Arrival/Dissmissal Behavior	25	10	Collector	30	40	N	0	N	0	N	0	0	156	60	60	39%	20	27%	14	33	133
SANDSTONE	8	School site	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	204	100	100	38%	19	28%	14	33	133
MILES AVE	1	School crossing along 16th St W near the school	Crossing	25	10	Street	10	20	Y	30	N	0	N	0	30	118	40	40	52%	26	31%	15	41	131
ALKALI CREEK	1	School front parking lot	Parking Procedures	35	30	Principal Arterial	50	80	N	0	N	0	N	0	0	73	20	20	34%	17	26%	13	30	130
ALKALI CREEK	6	Alkali Creek from Camel Pl to school site	Shared Use Path	35	30	Principal Arterial	50	80	N	0	N	0	N	0	0	69	20	20	34%	17	26%	13	30	130
BENCH	6	Lola Ln from Lake Elmo Dr to school property	Shared Use Path	N/A	0	N/A	0	0	N	0	N	0	Y	20	20	142	60	60	57%	29	43%	21	50	130
CENTRAL HEIGHTS	4	Lexington Dr north of Alamo Dr	Crossing	25	10	Street	10	20	Y	30	N	0	Y	20	50	0	20	20	42%	21	36%	18	39	129
CENTRAL HEIGHTS	5	Eldorado Dr and Lexington Dr	Crossing	25	10	Street	10	20	Y	30	N	0	Y	20	50	33	20	20	42%	21	36%	18	39	129
ROSE PARK	1	Parkhill Dr and 17th St W	Speeding	35	30	Minor Arterial	40	70	N	0	N	0	N	0	0	0	20	20	48%	24	26%	13	37	127
PONDEROSA	3	Shared use path south of Ponderosa Elementary	Hazardous/Illicit Activity	N/A	0	Street	10	10	N	0	N	0	N	0	0	124	40	40	100%	50	44%	22	72	122
BIG SKY	4	School playground area	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	186	80	80	47%	23	36%	18	41	121
WASHINGTON	6	Front of school	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	119	40	40	100%	50	47%	24	74	114
PONDEROSA	1	School parking lot	Arrival/Dissmissal Behavior	N/A	0	N/A	0	0	N	0	N	0	N	0	0	138	40	40	100%	50	44%	22	72	112
PONDEROSA	4	School site	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	138	40	40	100%	50	44%	22	72	112

Continued on the next page

School	Project Number	Location	Project Type	Impact Scoring Criteria Category																				Overall Score
				Traffic Safety					Feasibility							Demand			Equity						
				Posted Speed Limit	Points Assigned	Roadway Classification	Points Assigned	Total Traffic Safety Score	Ped Crossing, Sidewalk, ADA	Points Assigned	Specified in the 5-year CIP	Points Assigned	Documented in Adopted Plan	Points Assigned	Total Feasibility Score	Number of Students Living Within .25 mi	Points Assigned	Total Demand Score	Free & Reduced Lunch Percentage at School	Points Assigned	% Students of Color	Points Assigned	Total Equity Score	
EAGLE CLIFFS	3	Constitution Ave and Marias Dr	Crossing	25	10	Collector	30	40	Y	30	N	0	N	0	30	58	20	20	26%	13	17%	8	21	111
ALKALI CREEK	5	North and east of the school	Safety Busing	N/A	0	N/A	0	0	N	0	N	0	N	0	0	160	80	80	34%	17	26%	13	30	110
BENCH	7	Bicycle rack in school parking lot	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	150	60	60	57%	29	43%	21	50	110
NEWMAN	2	Newman Ln	Arrival/Dissmissal Behavior	25	10	Street	10	20	N	0	N	0	N	0	0	107	20	20	100%	50	39%	20	70	110
CENTRAL HEIGHTS	3	Dallas Dr and Pueblo Dr (west to east leg)	Crossing	25	10	Street	10	20	Y	30	N	0	N	0	30	109	20	20	42%	21	36%	18	39	109
BITTERROOT	2	Kyhl Ln in front of school	Sidewalk	25	10	Street	10	20	Y	30	N	0	N	0	30	75	20	20	48%	24	29%	14	39	109
BITTERROOT	5	Barrett Rd from Kiwanis Trail to Columbine Dr	Sidewalk	25	10	Street	10	20	Y	30	N	0	N	0	30	59	20	20	48%	24	29%	14	39	109
MILES AVE	4	South of school	Bicycle Parking	25	10	Street	10	20	N	0	N	0	N	0	0	114	40	40	52%	26	31%	15	41	101
ARROWHEAD	2	Front of school along 38th St W	Arrival/Dissmissal Behavior	25	10	Collector	30	40	N	0	N	0	N	0	0	130	40	40	17%	8	15%	7	16	96
BURLINGTON	4	Bicycle racks	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	140	60	60	42%	21	24%	12	33	93
MCKINLEY	4	Bicycle racks	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	71	20	20	100%	50	40%	20	70	90
NEWMAN	4	School site	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	71	20	20	100%	50	39%	20	70	90
CENTRAL HEIGHTS	6	School property	Bicycle Parking	25	10	Street	10	20	N	0	N	0	N	0	0	33	20	20	42%	21	36%	18	39	79
BEARTOOTH	1	Elaine St immediately in front of school	Parking Procedures	25	10	Street	10	20	N	0	N	0	N	0	0	86	20	20	46%	23	28%	14	37	77
ROSE PARK	8	School site	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	116	40	40	48%	24	26%	13	37	77
HIGHLAND	3	School property	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	118	40	40	39%	20	27%	14	33	73
ALKALI CREEK	7	Behind school	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	130	40	40	34%	17	26%	13	30	70
BITTERROOT	6	Southwest corner of school blacktop	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	72	20	20	48%	24	29%	14	39	59
MEADOWLARK	2	On-site bicycle racks	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	126	40	40	20%	10	16%	8	18	58
BEARTOOTH	6	Front of school	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	90	20	20	46%	23	28%	14	37	57
EAGLE CLIFFS	4	Front of school	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	48	20	20	26%	13	17%	8	21	41
ARROWHEAD	6	Front, back, and south of school	Bicycle Parking	N/A	0	N/A	0	0	N	0	N	0	N	0	0	58	20	20	17%	8	15%	7	16	36

6. School Walking Maps

Students and families are more likely to walk or bike to school if they feel that there is a safe route to do so. As part of the SRTS plan update, the project team created "suggested walking route" maps for each school. The suggested walking routes were created by analyzing where students live, evaluating whether street segments were appropriate for walking (e.g., presence of sidewalks, low speed roadways, etc.), and identifying crossings suitable for young children (e.g., presence of crossing guard, signals, stop signs, low traffic volumes).

Ideally, students and families would receive these maps at the beginning of the school year as they are deciding on how they will travel to school. The maps should also be available on the school and the City's websites for continuous use. In addition, these maps can be used to create walking school bus routes and handed out at events such as International Walk and Roll to School Day.

The maps are intended for informational purposes only. The City of Billings or Billings Public Schools cannot and does not guarantee the safety of these routes, and assumes no responsibility or liability. Families and students should use to use this map to explore options for going to and from and school, but each family is responsible for choosing the most appropriate option based upon their knowledge of route conditions and the specific needs and/or experience level of their student.

The maps are designed to be handed out as a two-sided flyer with the suggested route map on one side and walking and biking tips on the other side. The tip sheet is shown on the following page, and each individual school's walking map is shown in the remainder of this section.

Walking school buses allow children to walk to school with friends and trusted adults.

Billings Safe Routes to School

WALKING AND BIKING TIPS

Walking and bicycling to and from school
are great ways to get a jump start to your day!

Walking or bicycling to school improves children's concentration, boosts moods and alertness, and enhances memory, creativity, and overall learning. Here are a few tips to make sure you get to school safely, no matter how you choose to travel:

If you're walking...

- Look before you cross – look left, right, and left again before crossing the street.
- Cross at corners or at a marked crosswalk. If you can, cross where there's a crossing guard – they love to help!
- Don't assume that vehicles will stop for you. Use eye contact and hand signals to communicate before crossing, and make sure to wait until all lanes of traffic are clear or stopped before you cross.
- If you can, walk with a parent or a friend (it's safer and more fun!).

If you're biking...

- Always wear your helmet and buckle it every time. To best protect your head, your helmet must fit properly – snug and level on your head, just above your eyebrows.
- Be predictable. Follow the same rules of the road as drivers when riding your bike. This includes obeying ALL stop signs and traffic signals, as well as yielding to pedestrians.
- Talk with your parents about where you can ride on the street and where you should ride on the sidewalk. When riding on the street, ride on the right-hand side of the road, in the same direction as traffic. Watch out for turning cars and cars coming out of driveways. If you are riding on the sidewalk, slow down for pedestrians and give them priority.

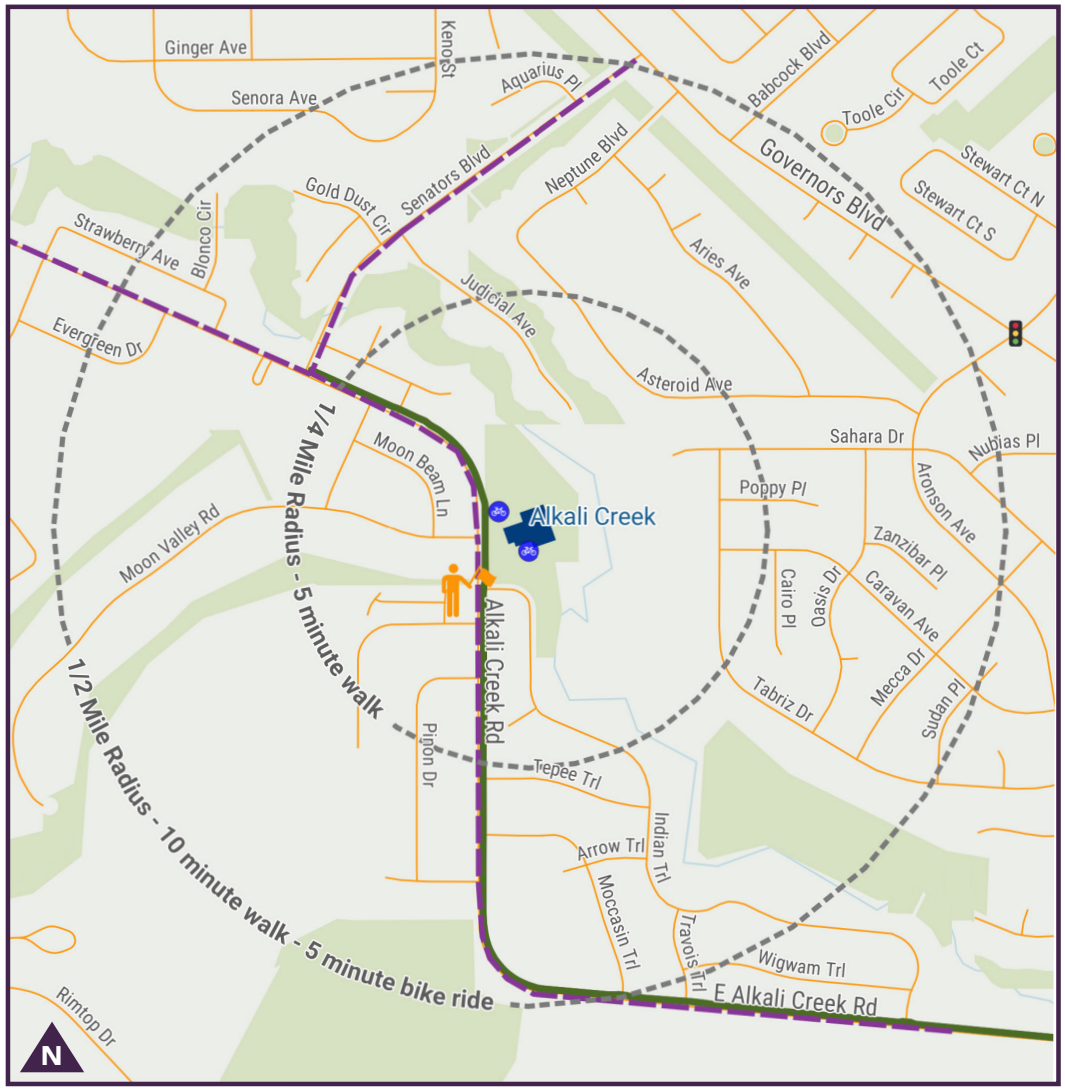
If you're driving...

- Slow down in school zones or when students are nearby.
- Do not use your cell phone while driving, even hands-free.
- Yield to people walking and biking, and always follow the directions of crossing guards.
- Make sure students enter and exit the vehicle on the curb side of the street. Have student walk to the nearest intersection to cross.
- Avoid making U-turns, double-parking, blocking crosswalks and other unsafe movements.
- Stop for school buses with red flashing lights on both sides of the street.
- Consider parking a few blocks away and walking your student the rest of the way to school. This reduces congestion around the school and adds a little exercise to your day!

Want to learn more about the Billings Safe Routes to School Program?
VISIT: https://tinyurl.com/BillingsSRTS
and join the movement!

ALKALI CREEK ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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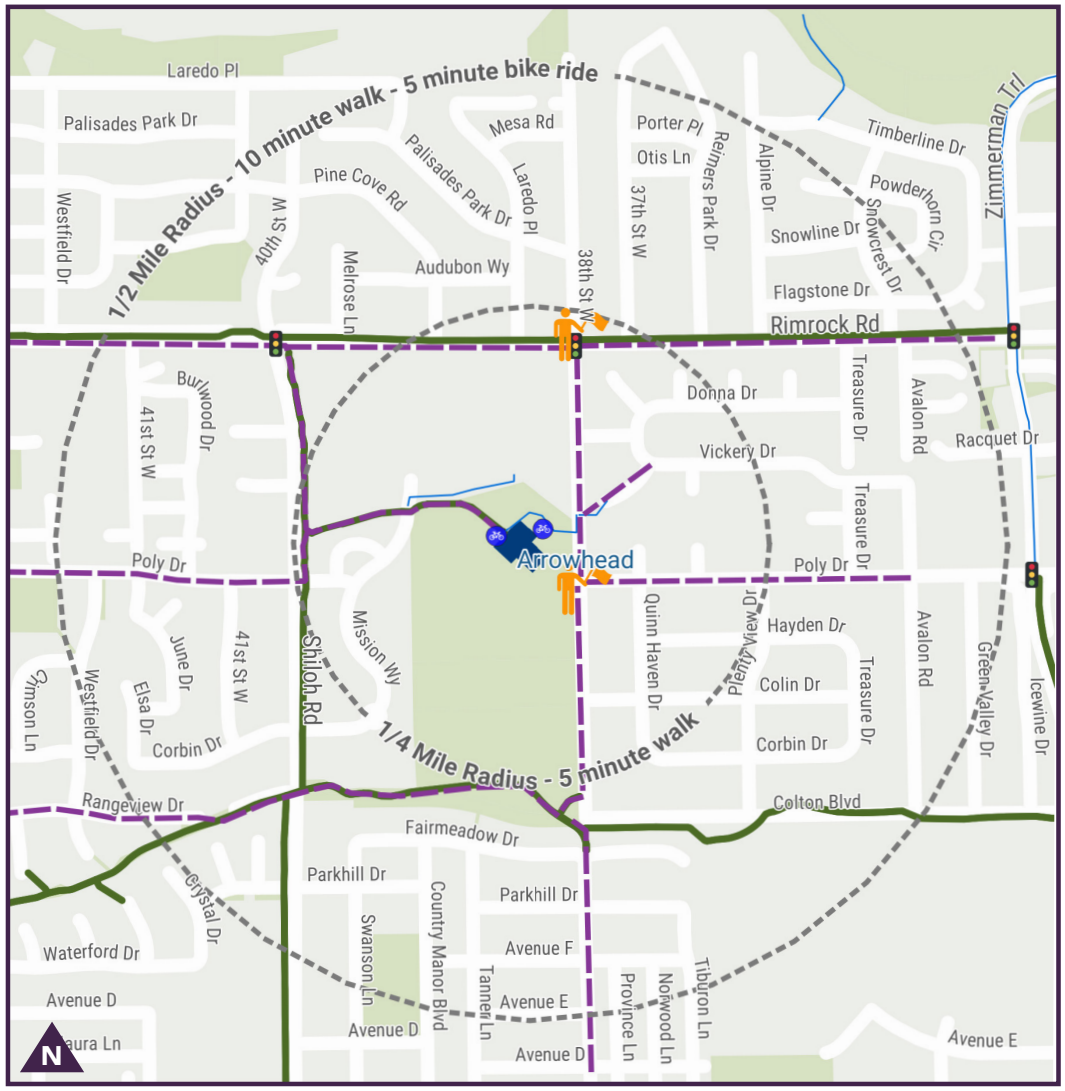
ARROWHEAD ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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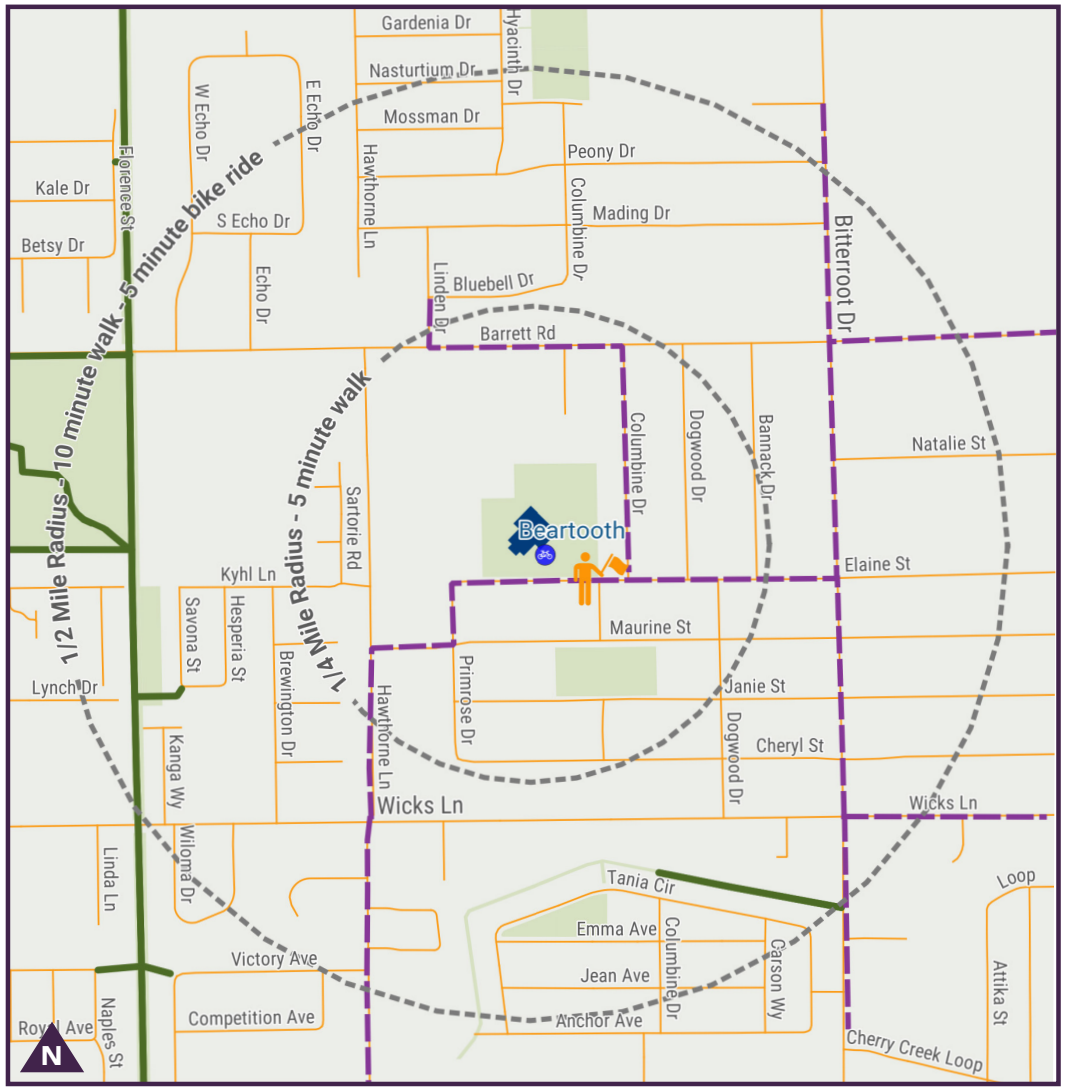
BEARTOOTH ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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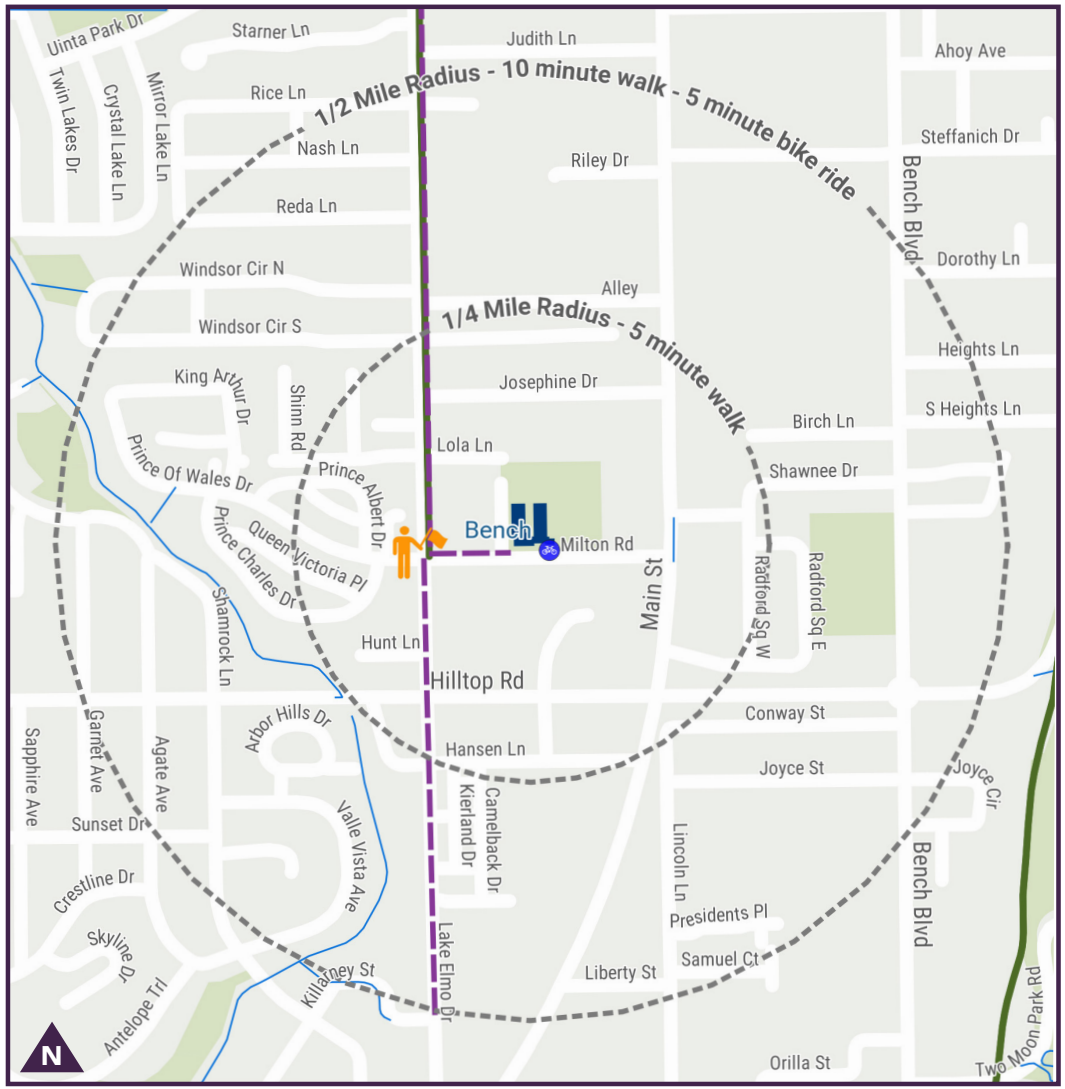
BENCH ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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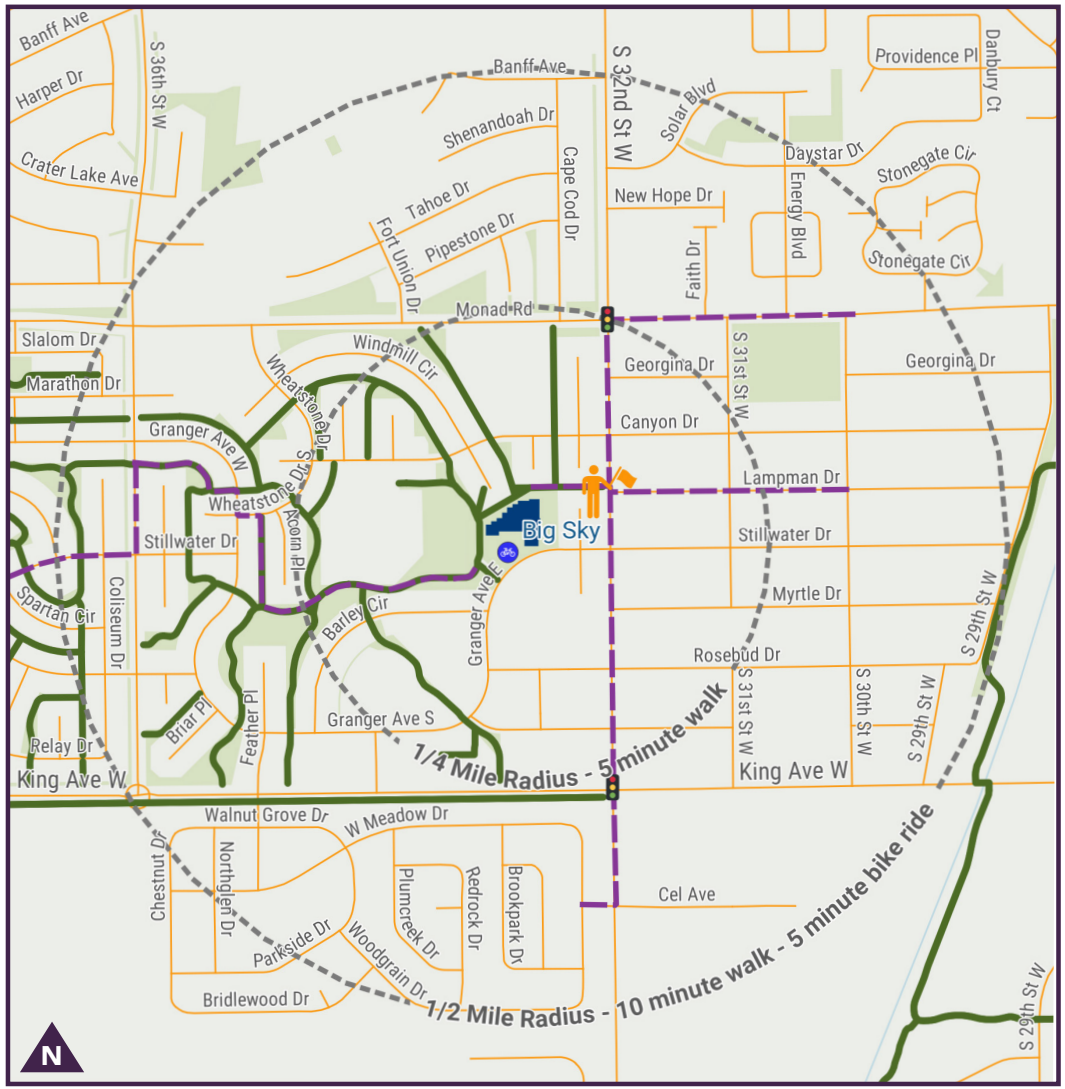
BIG SKY ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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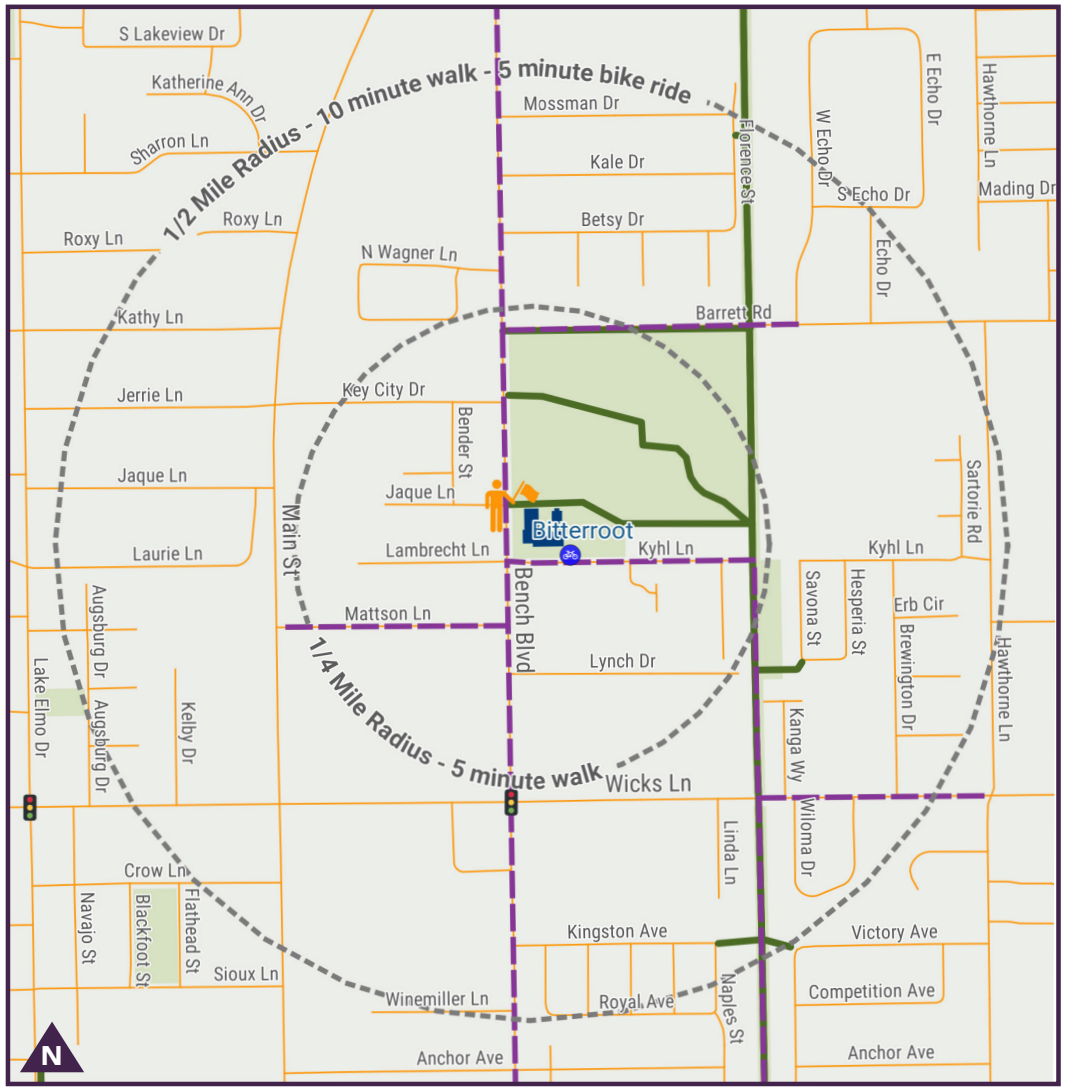
BITTERROOT ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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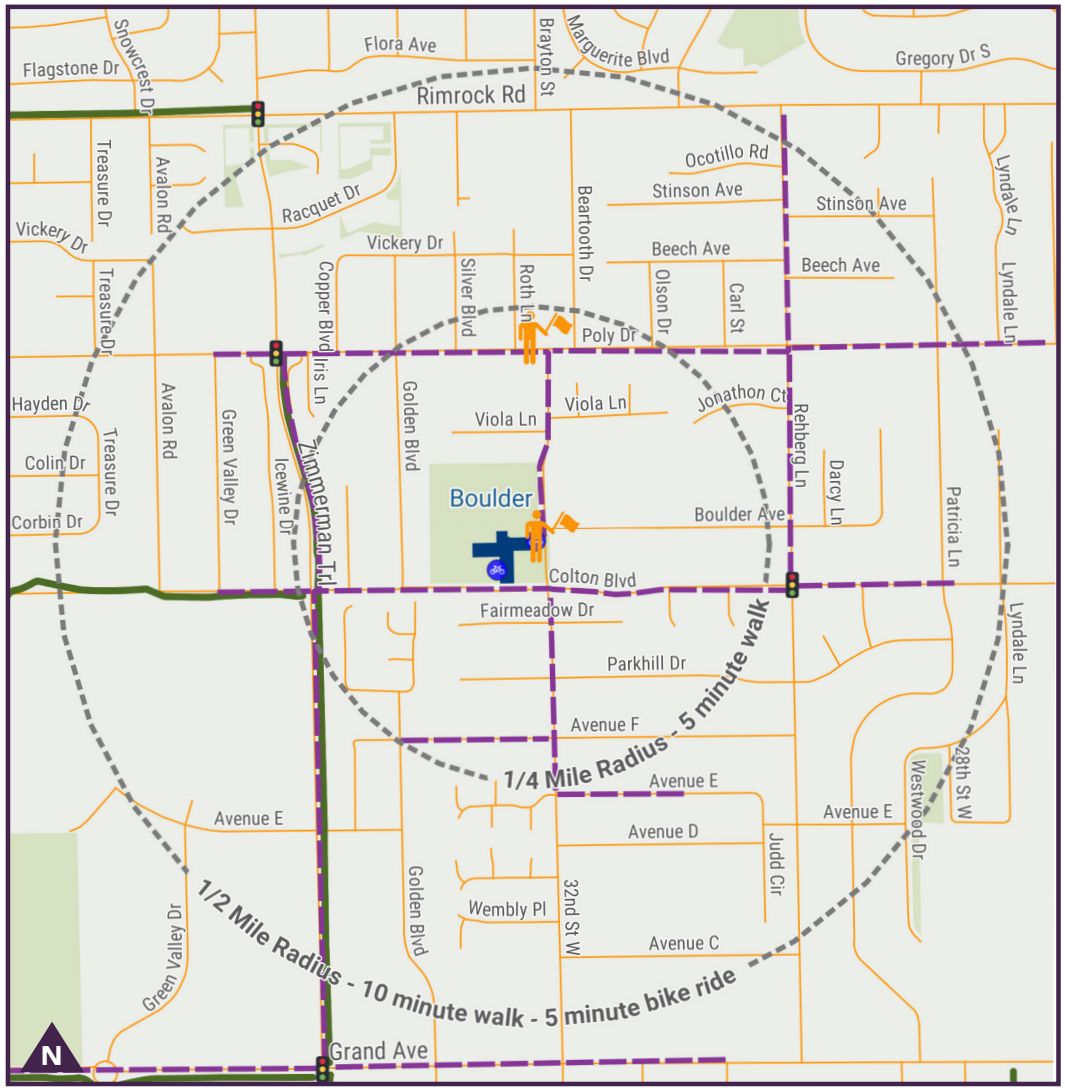
BOULDER ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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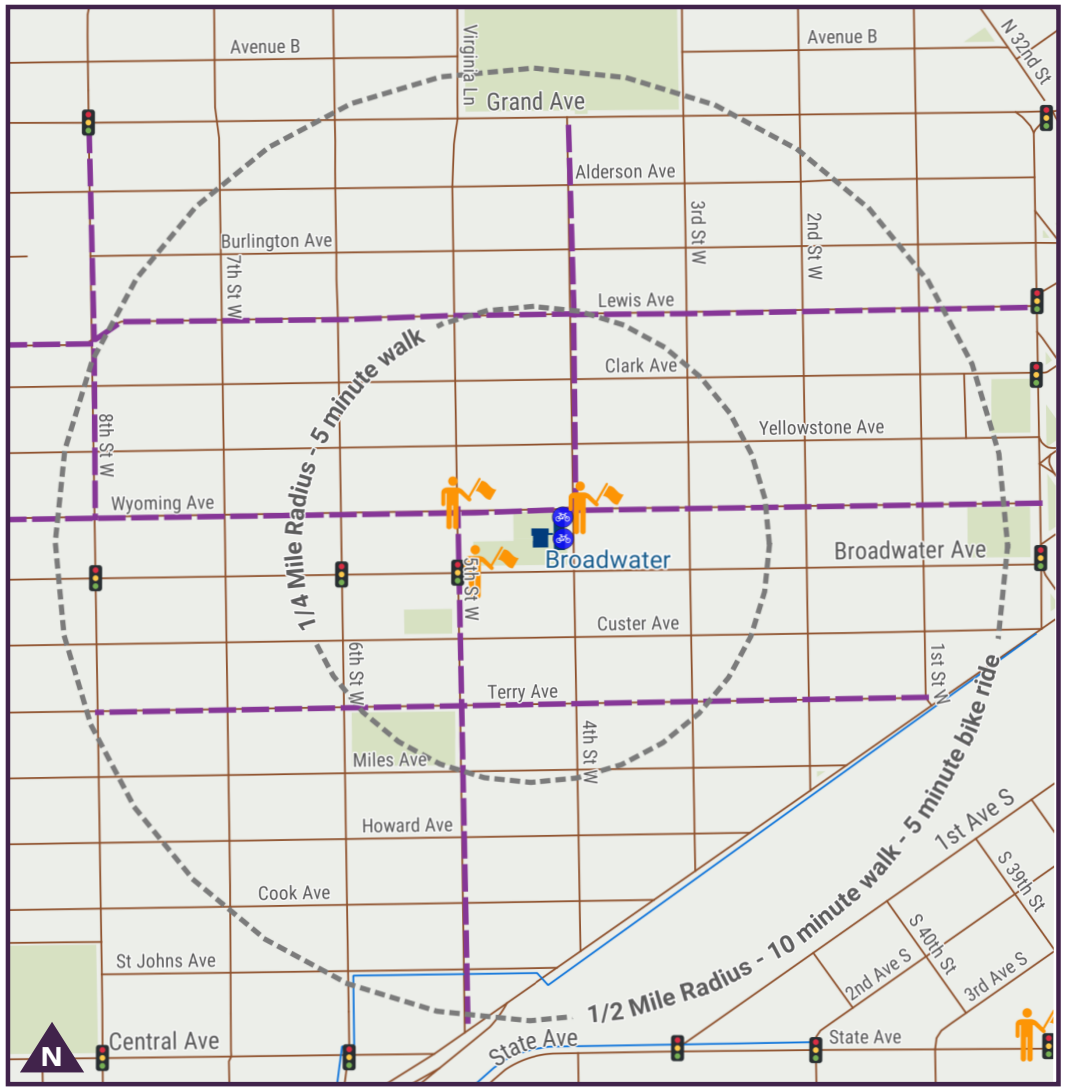
BROADWATER ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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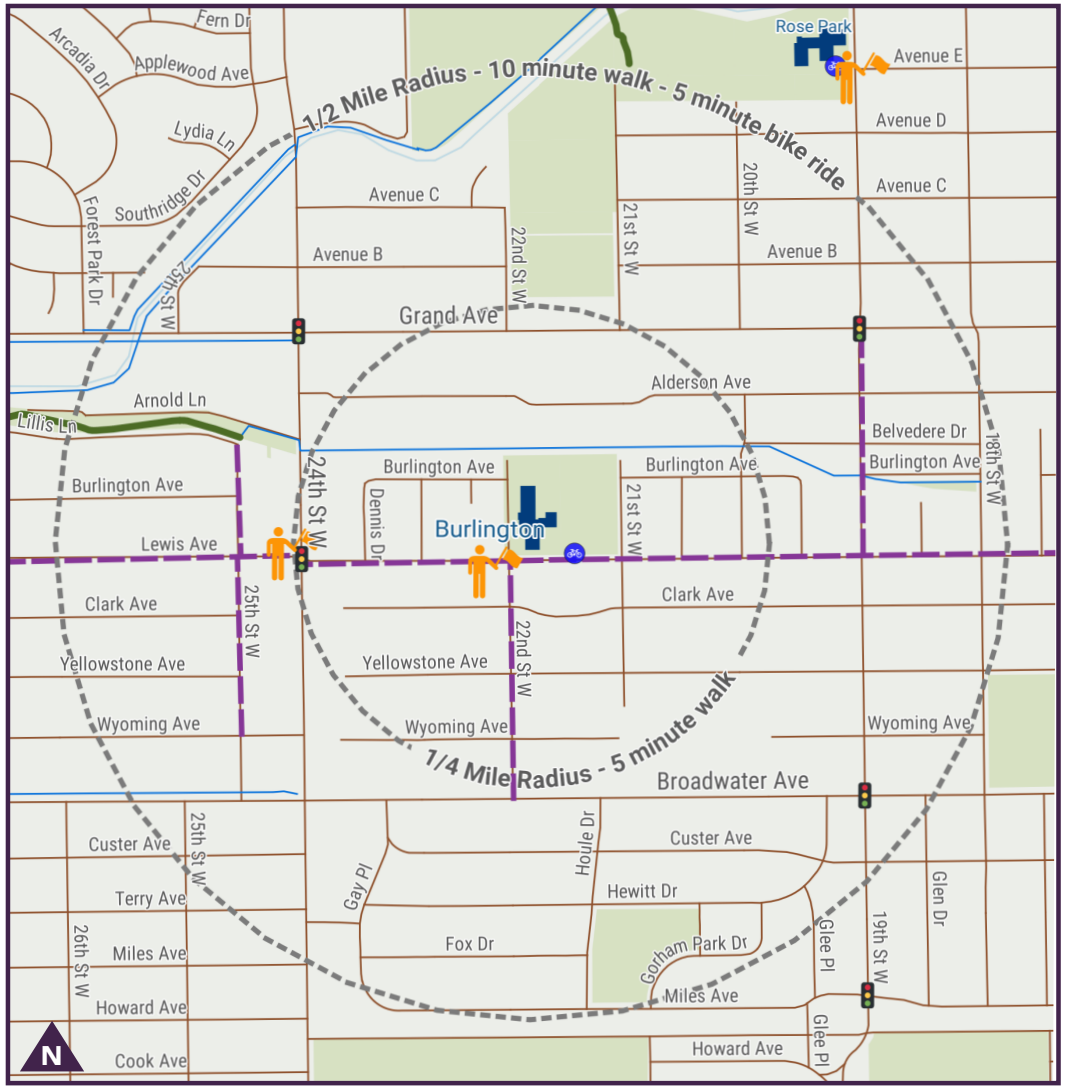
BURLINGTON ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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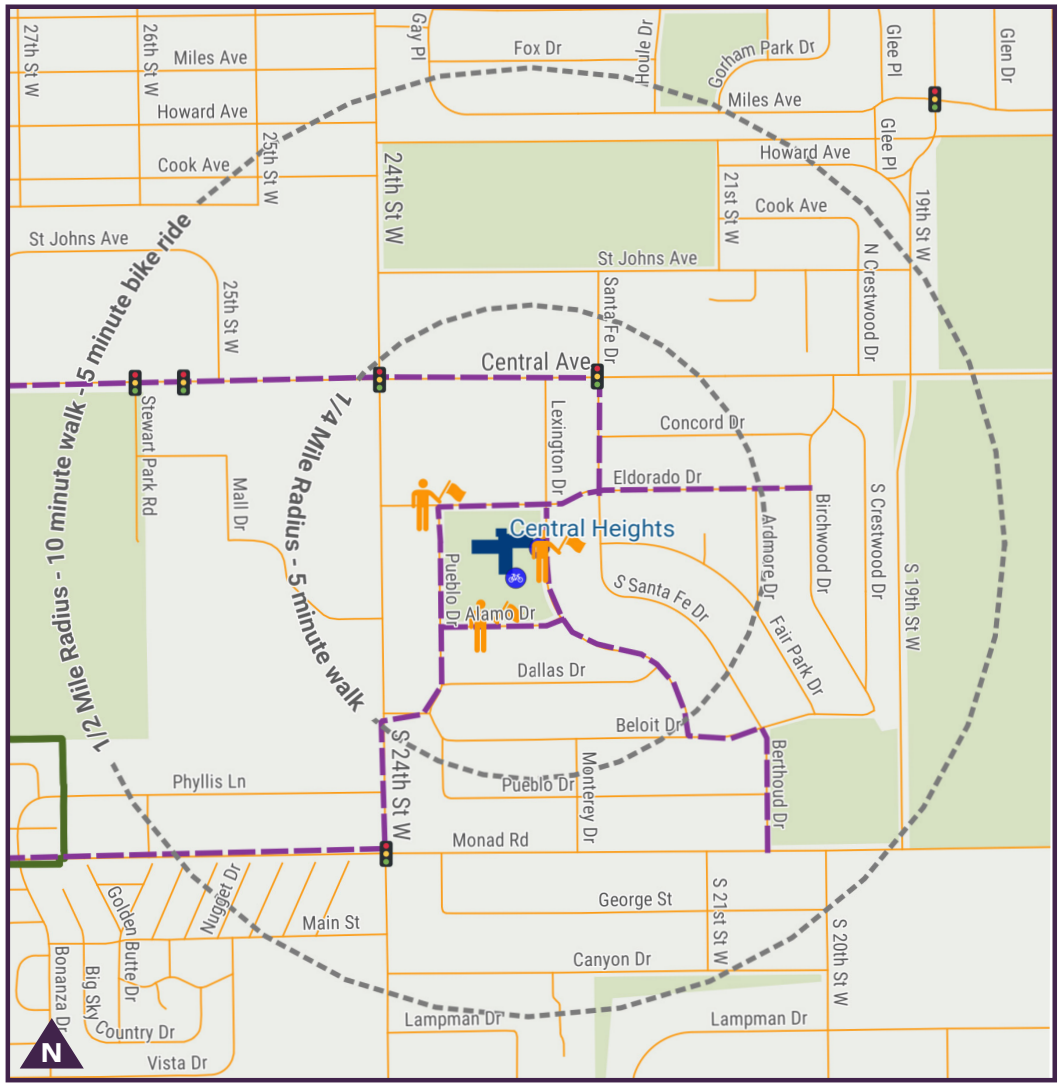
CENTRAL HEIGHTS ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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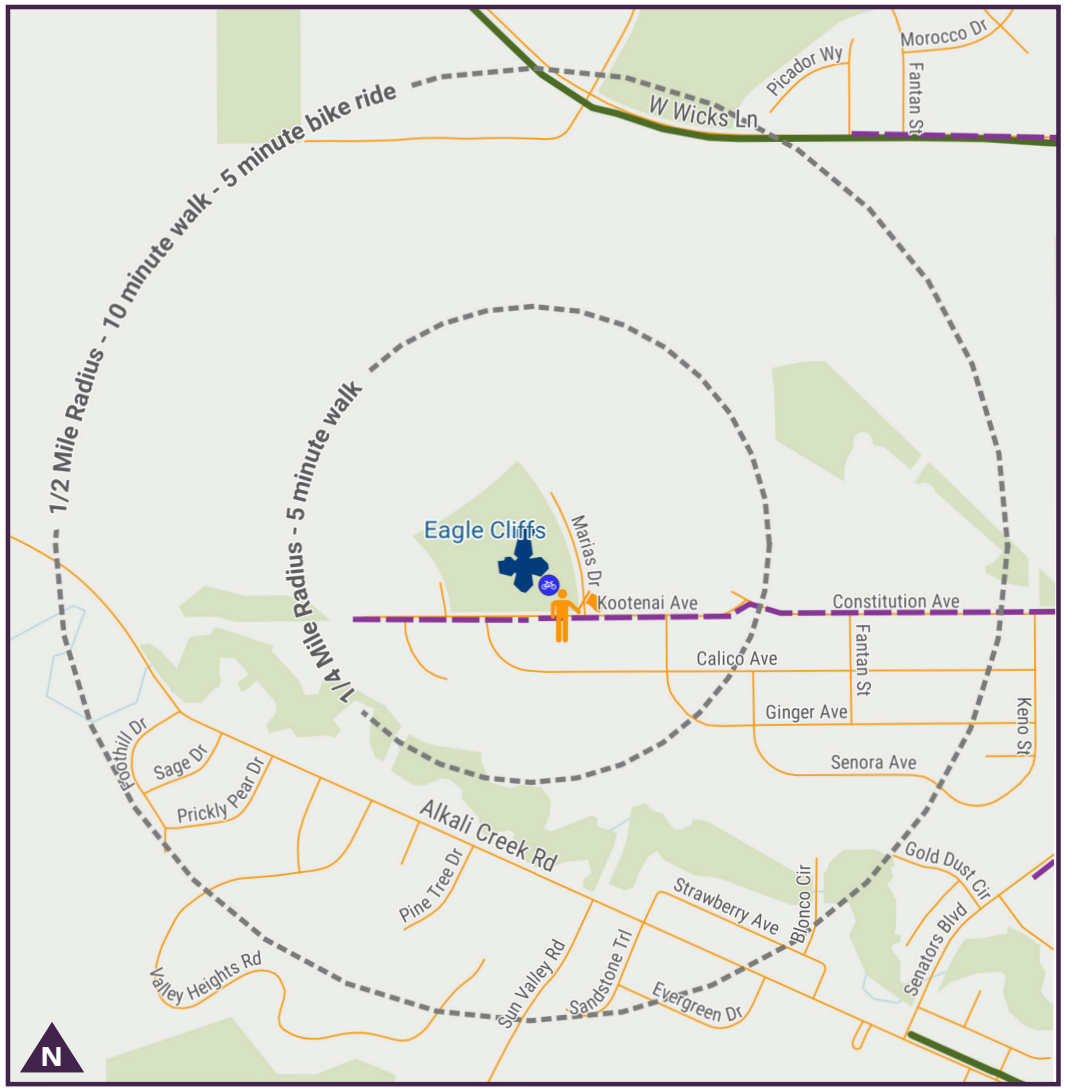
EAGLE CLIFFS ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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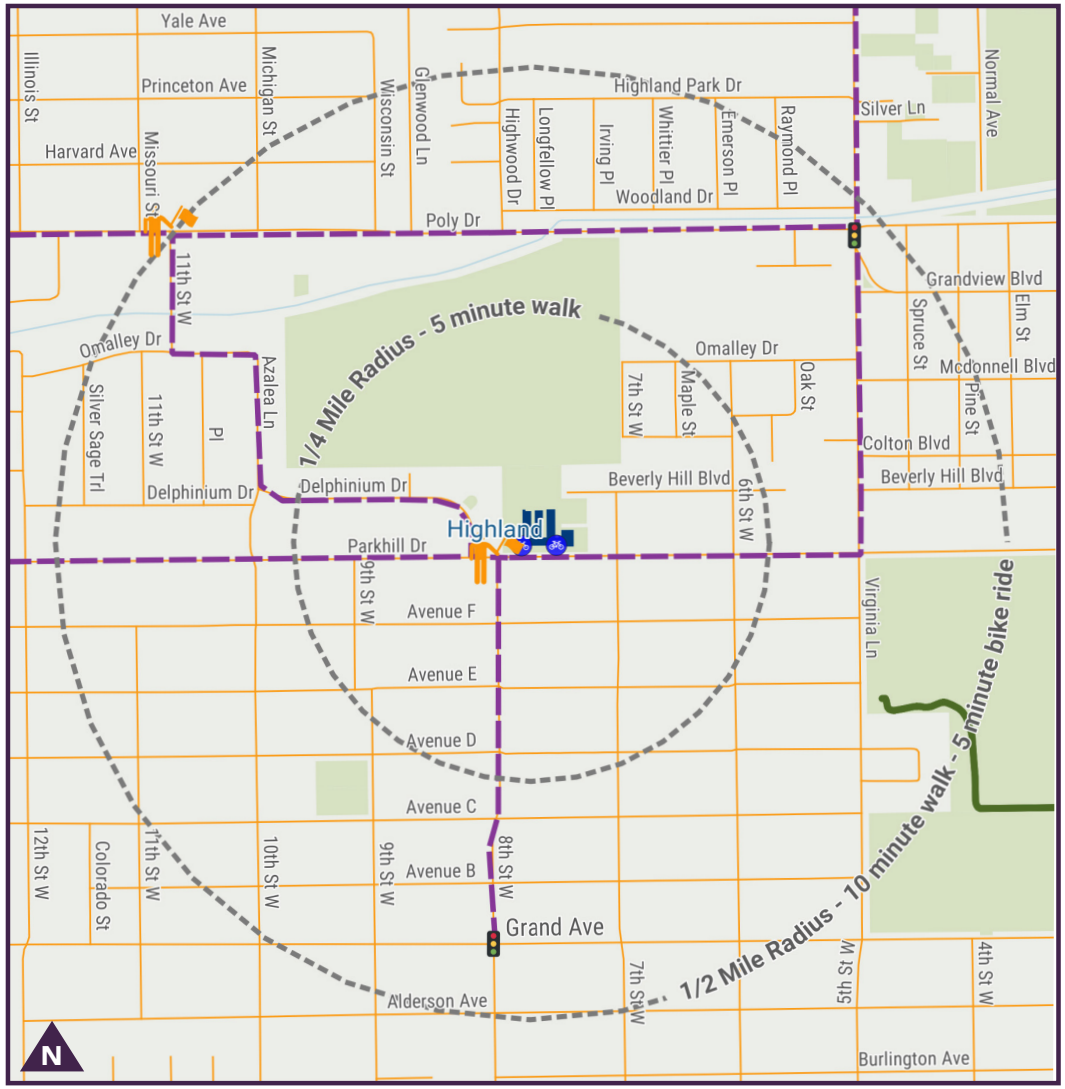
HIGHLAND ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

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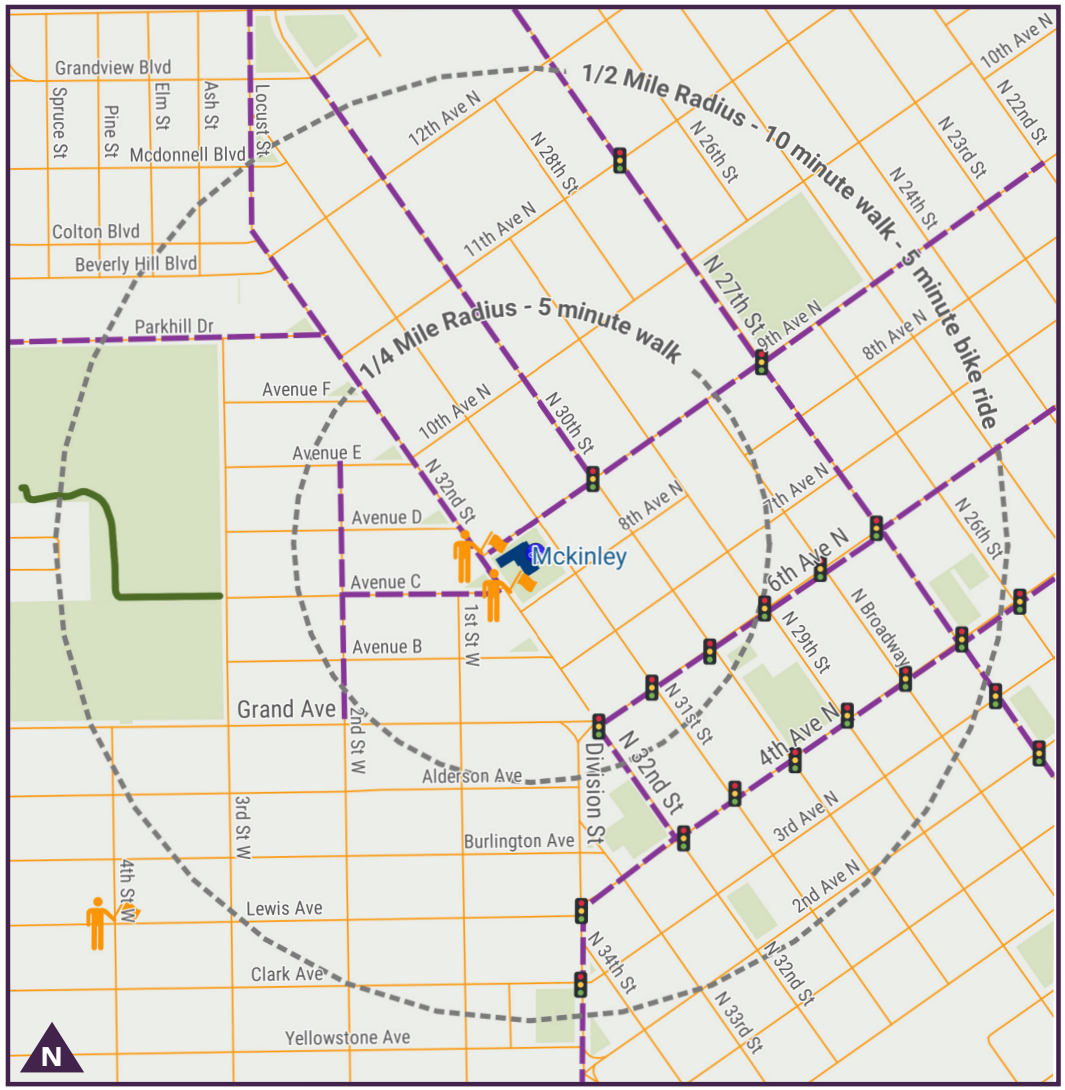
MCKINLEY ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

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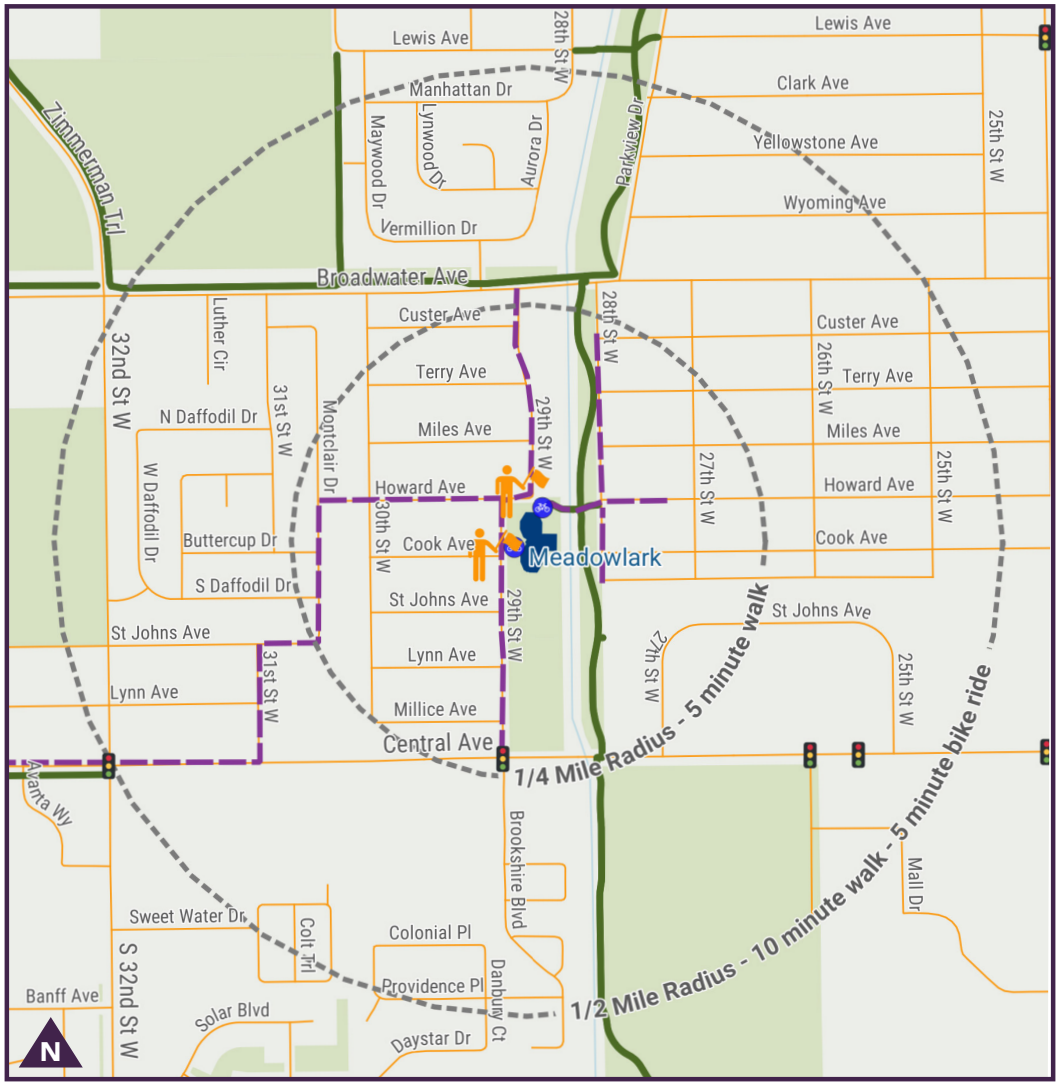
MEADOWLARK ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

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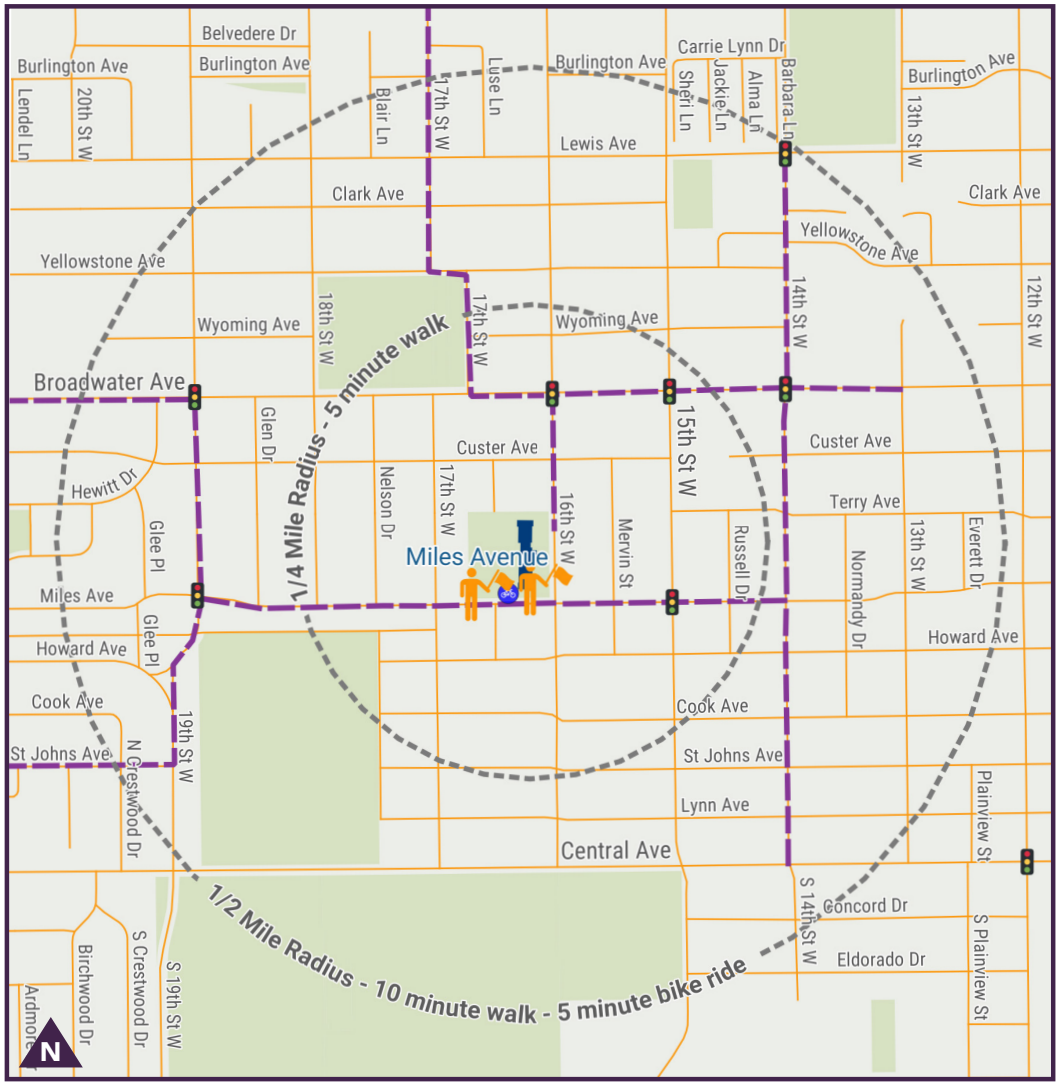
MILES AVENUE ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

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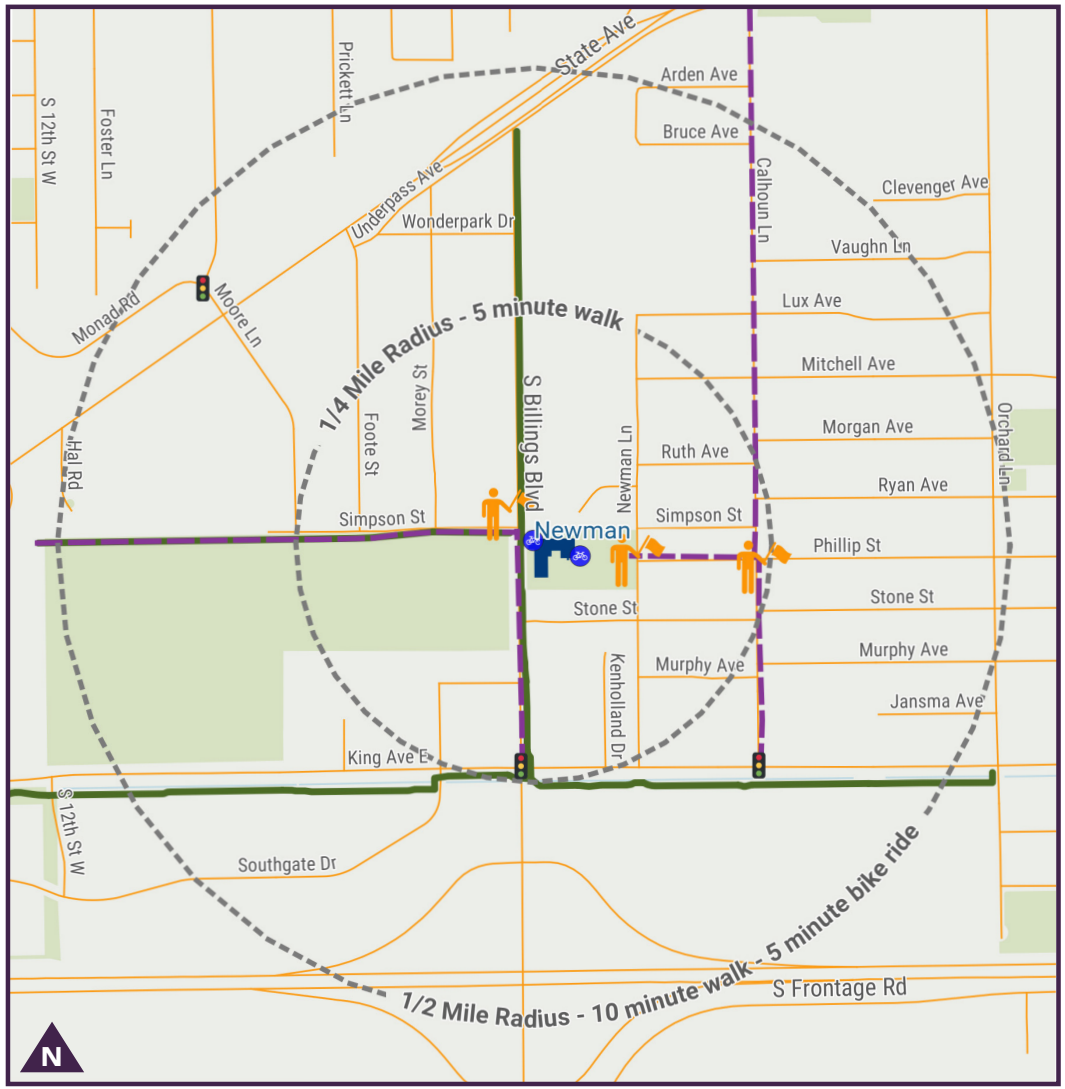
NEWMAN ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
- Traffic Signal
- Bike Rack
- Shared Use Path

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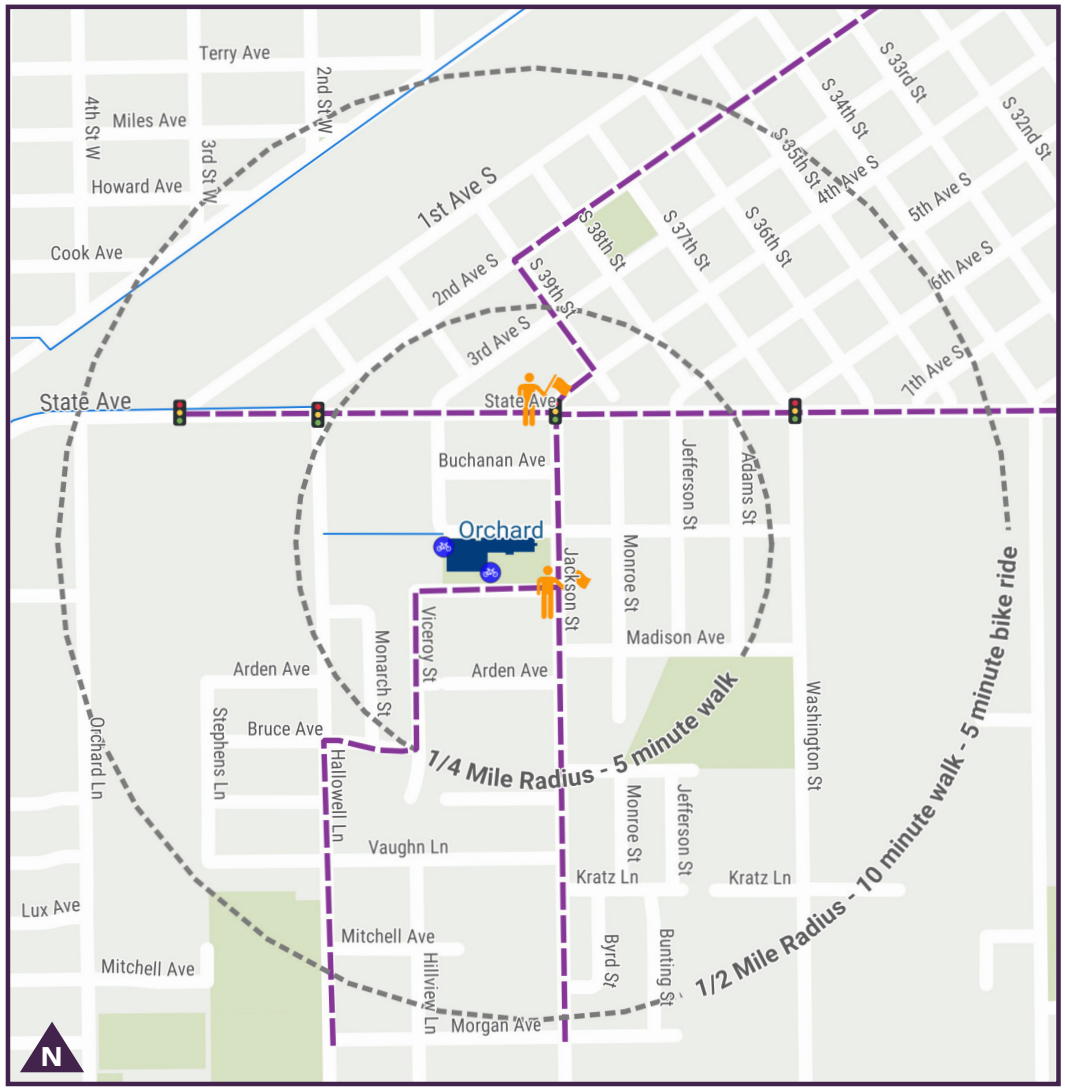
ORCHARD ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

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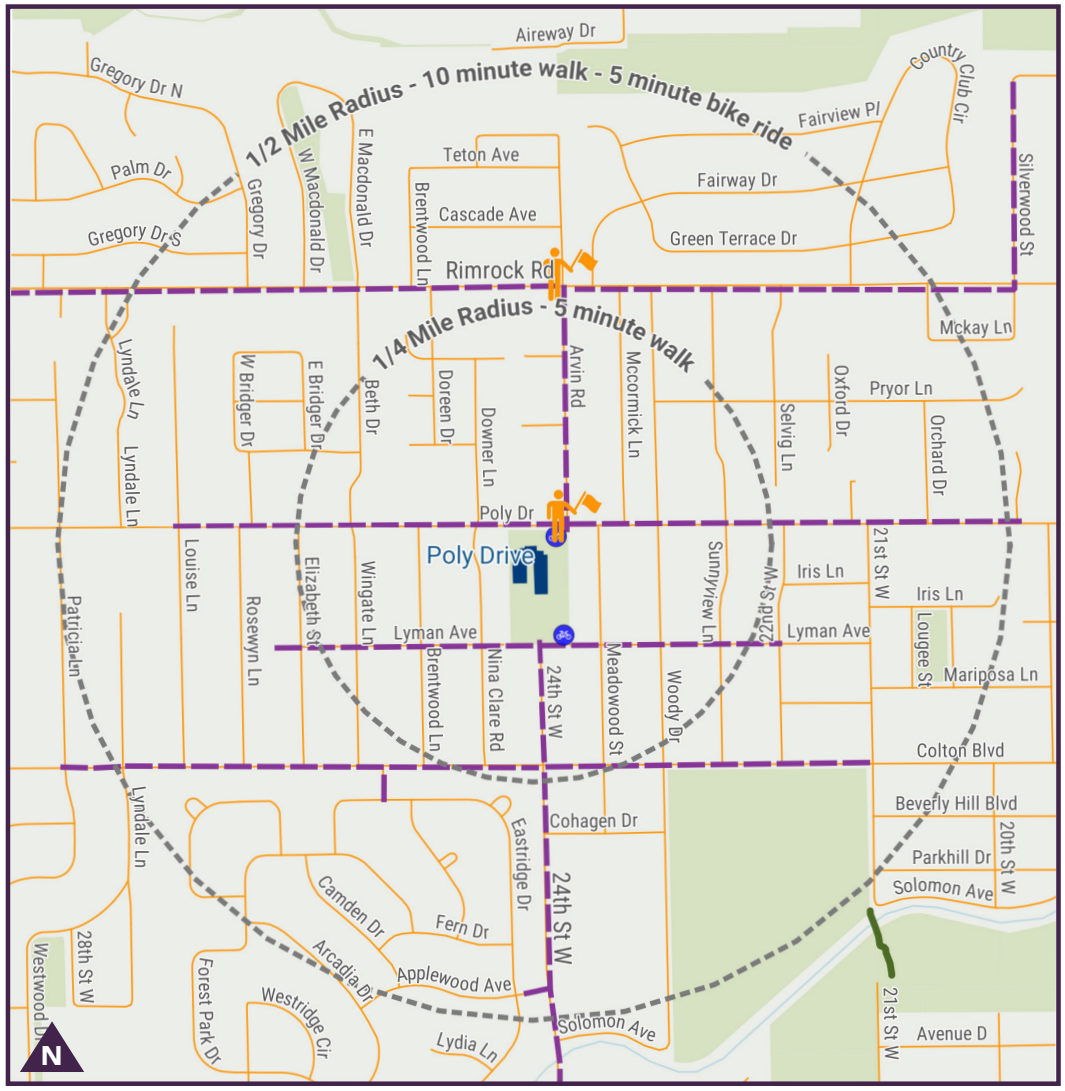
POLY ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

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- Crossing Guard
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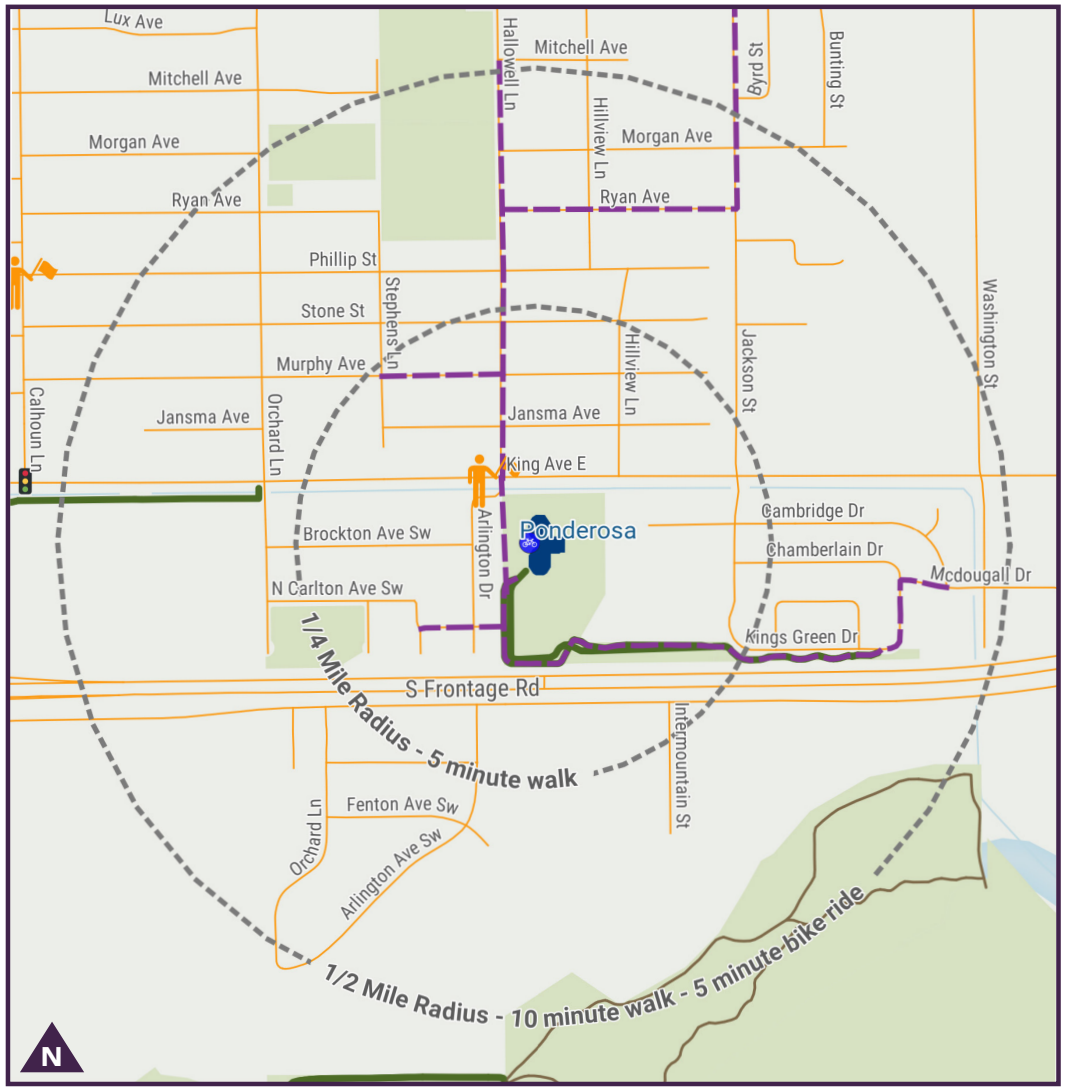
PONDEROSA ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

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- Crossing Guard
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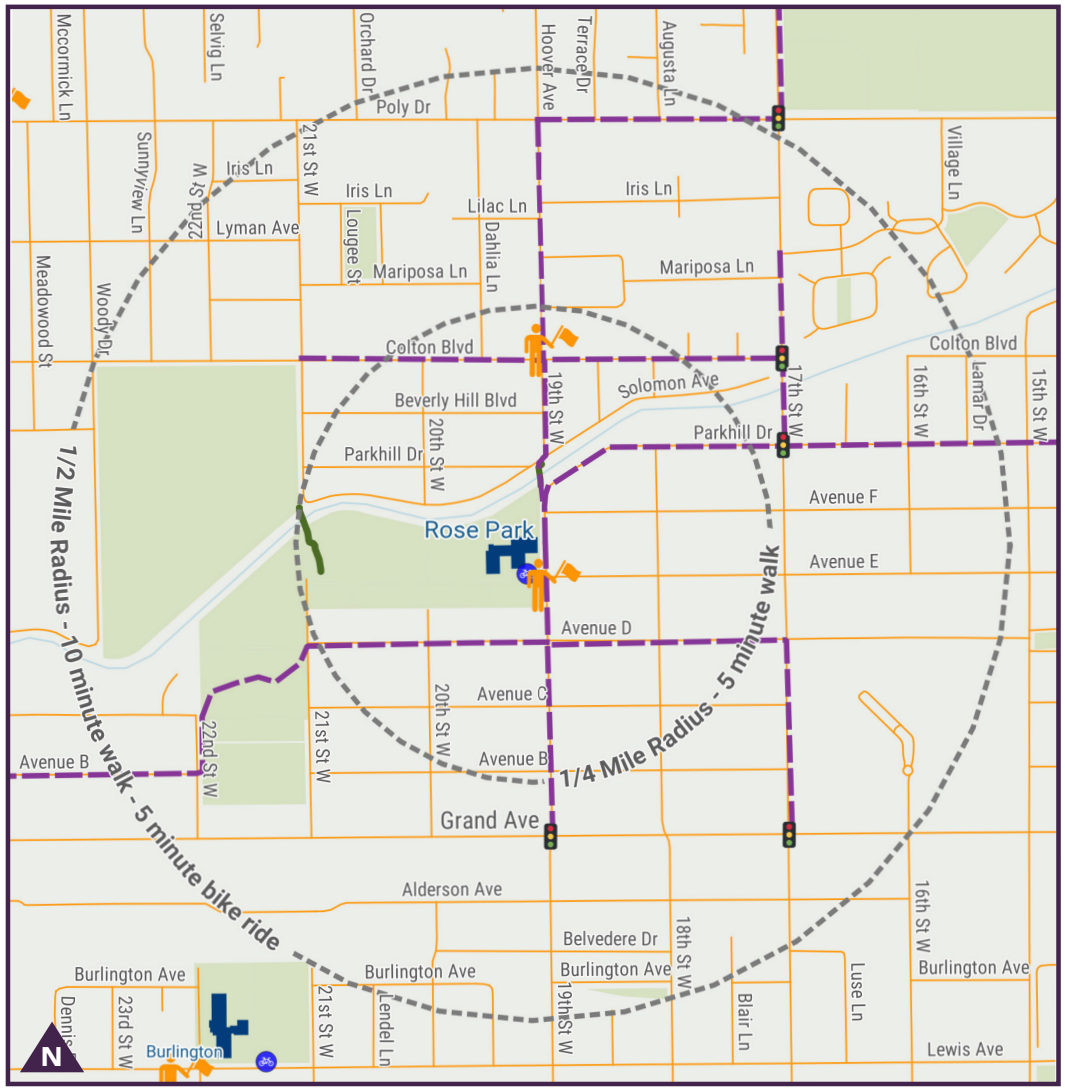
ROSE PARK ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
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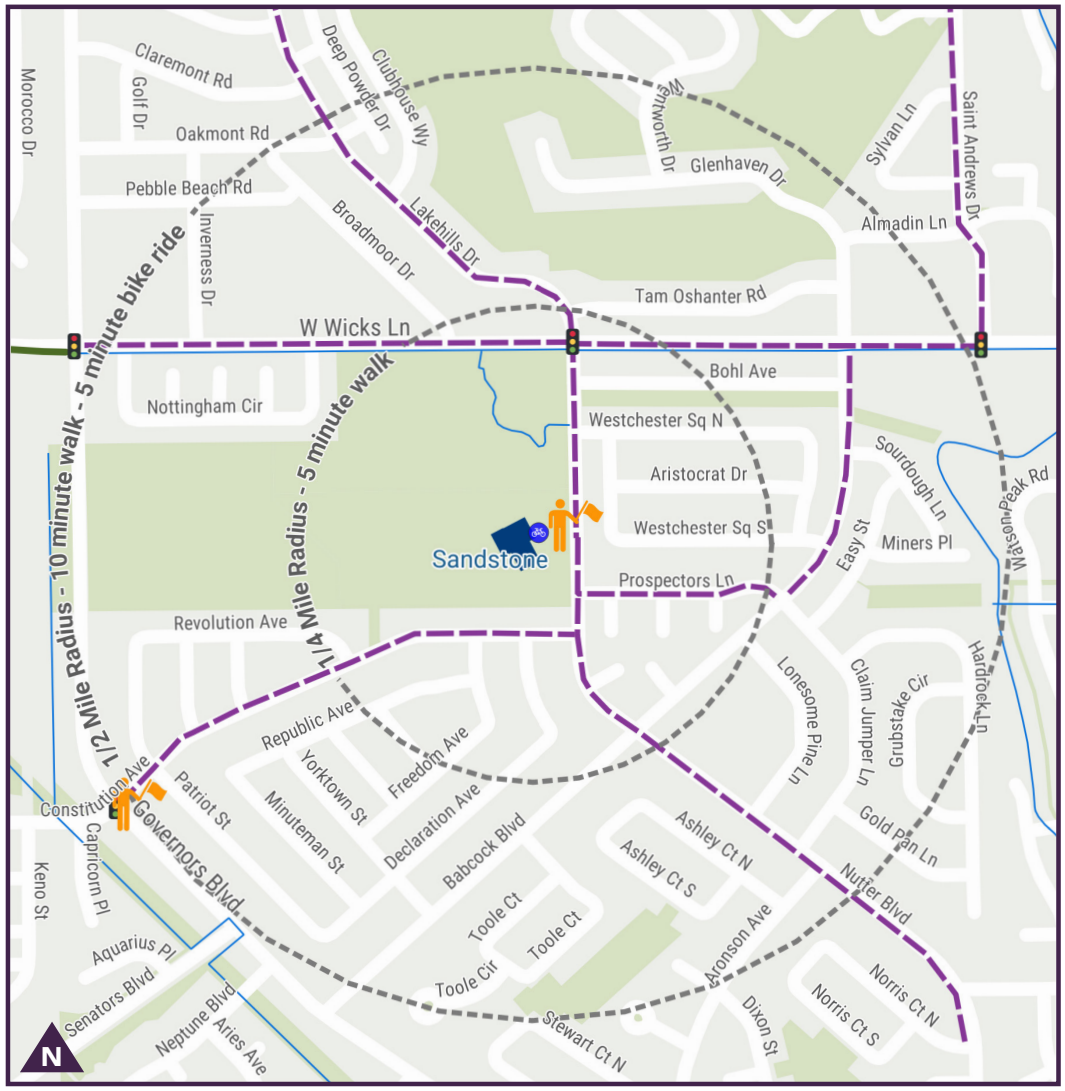
SANDSTONE ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

- Suggested Walking Route
- Crossing Guard
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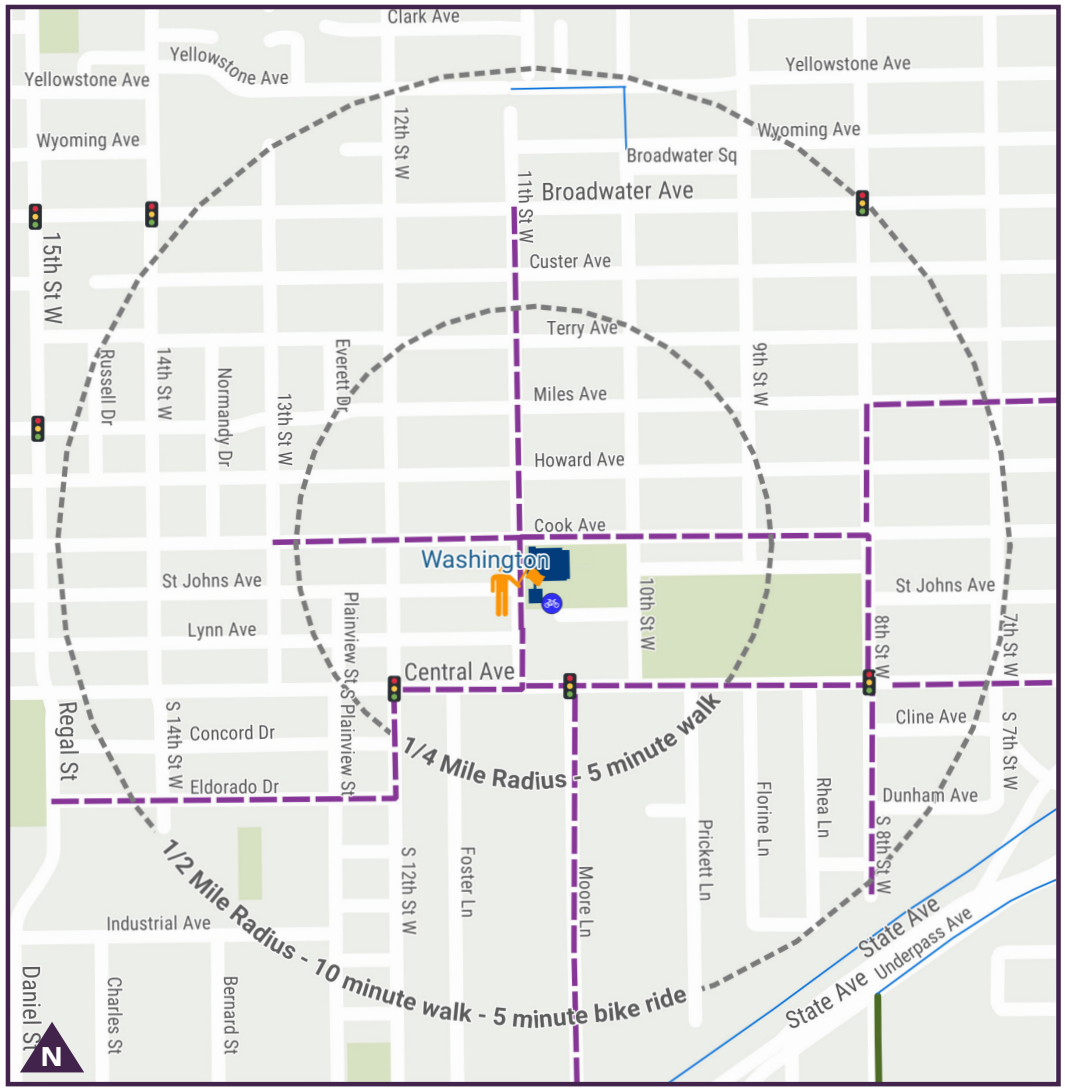
WASHINGTON ELEMENTARY SCHOOL

SUGGESTED WALKING ROUTES TO SCHOOL



Safe Routes To School
Yellowstone County, Montana

LEGEND

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Appendix A. Existing Safe Routes to School Plans, Policies, and Program Review

TOOLE DESIGN

122 W. WASHINGTON AVENUE
SUITE 550
MADISON, WI 53703

608.663.8082
TOOLEDESIGN.COM

MEMORANDUM

August 17, 2021

To: Elyse Monat
Organization: Billings MPO
From: Kerry Aszklar and Sara Schooley, Toole Design
Project: Billings Safe Routes to School Study Update

Re: Plan and Policy Review

This memorandum reviews materials as they pertain to the Billings Safe Routes to Schools Study Update. This review included city, county, and state materials that ranged from plans, policies, resources, and data summaries. A summary of these reviewed items is in Table 1.

Table 1: Summary of Reviewed Items

Item	Year	Organization
City of Billings Safe Routes to School Study	2011	City
Billings Bikeway and Trails Master Plan	2017	City
Walking Route Maps for Billings Elementary Schools	2018	City
Billings • Yellowstone County Metropolitan Planning Organization Public Participation Plan	2018	City/County
Billings Urban Area Long Range Transportation	2018	County
Safe Routes to Schools Reports	2018	City-County Health Department
Montana Department of Transportation Crash Data	2010-2019	State
City of Billings Transportation Planning Resources	2011-2020	City
Billings Area Wayfinding Signage Plan	2020	City
City of Billings Complete Streets Progress Report	2020	City
Kids In Motion	Ongoing	City

TOOLE DESIGN

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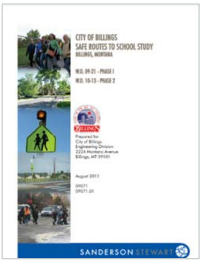
City of Billings Safe Routes to School Study - 2011

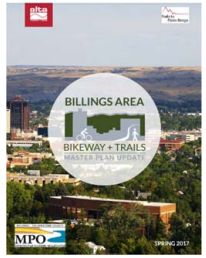


The 2011 Safe Routes to School Study provides a foundation for Billing's SRTS program. The study builds the case for Safe Routes to School by providing national trends on school travel and provides a data inventory of school sites and school-specific findings and recommendations.

The study also breaks down recommended strategies to improve routes to schools based on the "Es": enforcement, education, encouragement, and evaluation. This report identifies "big picture" issues impacting students' ability and desire to walk or bike to school, and provides recommendations to address them. Lastly, the study includes implementation strategies for projects, such as listing priority projects, budget-level cost estimates, and potential funding sources.

Link: https://ci.billings.mt.us/2219/Walking-Route-Maps

Billings Area Bikeway And Trails Master Plan Update - 2017



The Billings Area Bikeway and Trails Master Plan Update provides a vision, recommendations, and implementation plan to create a safe, convenient, and connected active transportation network of bikeways, trails, streets, and sidewalks. The plan incorporates an all-ages-and-abilities mentality for utilitarian trips and recreational trips.

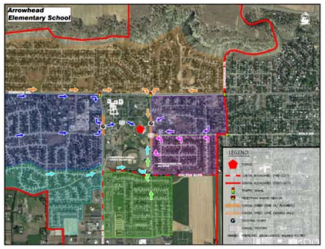
Regarding the Safe Routes to School Study Update, the Plan includes implementing comprehensive education and encouragement programs as a goal, and specifically calls for the continued support of the Safe Routes to School program to encourage healthy walking and bicycling habits at an early age. Additionally, routes to schools are identified as key connections for short-term projects. The plan recommends implementing these routes with the annual city budget. Lastly, the Bikeway and Trails Master Plan Update calls for regional coordination of Safe Routes to School through a new program.

Link: https://ci.billings.mt.us/DocumentCenter/View/34091/Billings-Bikeway-and-Trails-Master-Plan?bidId=

Walking Route Maps for Billings Elementary Schools - 2018

Each elementary school in the City of Billings has a walking route map to illustrate recommended routes to schools. Included with each map is information on the Safe Routes to School program and an explanation of each of the six E's – education, encouragement, enforcement, evaluation, engineering, and equity. Neighborhood aerial maps for each school display the school location, school boundaries before and after 2017, traffic signals, pedestrian hybrid beacon, school speed zones, school crossing, and crossing guards. The preferred neighborhood walking routes are displayed in arrows.

Link: https://ci.billings.mt.us/2219/Walking-Route-Maps



Sample map, Arrowhead Elementary School.

Billings & Yellowstone County Metropolitan Planning Organization Public Participation Plan - 2018

The purpose of the Billings and Yellowstone County Public Participation Plan is to clarify when and how members of the public can engage in projects in the Metropolitan Planning Organization. It outlines participants, products, strategies, and evaluation for public participation.

It defines what a metropolitan planning organization is and explains the various governmental boards and committees that often engage with the public. It also outlines the process that transportation projects go through for federal aid and the "products" – the long-range transportation plan, the transportation improvement program, the unified planning work program, and special plans and studies.

This plan relates to Billing's Safe Routes to School Study Update by providing guidance for Billings staff and for community members on how to engage with the Billings MPO in planning processes.

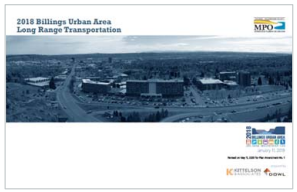
Link: https://ci.billings.mt.us/DocumentCenter/View/37536/Public-Participation-Plan_final-08-30-2018

Billings Urban Area Long Range Transportation Plan - 2018

The Billings Urban Area Long Range Transportation Plan is a guide to the transportation projects and investments in the Billings area. The projects cover the land within the Yellowstone County Metropolitan Planning Organization and areas just outside the MPO boundary. The plan includes land use, streets and highways, public transit, freight, rail services, pedestrian and bicycle facilities, safety, and security.

Specific to the Safe Routes to School Study Update, the Plan mentions the Safe Routes program as a pedestrian and bicycle program, and also notes the completion of nine studies for elementary schools by RiverStone Health. Safe Routes projects are listed by school name as pedestrian projects, with estimated planning-level costs. The Plan recommends supporting the Safe Routes program as a strategy to incorporate through the planning and implementation process.

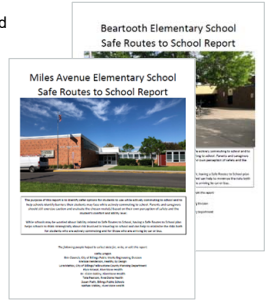
Link: https://ci.billings.mt.us/DocumentCenter/View/37388/2018-Transportation-Plan-Update



RiverStone Health Safe Routes To Schools Reports – 2018

The Yellowstone City-County Health Department (dba RiverStone Health) produced several Safe Routes to Schools reports for Billings specific to schools and their neighborhood and demographic contexts. Along with a short description, program history, and role of the project team in Safe Routes in Yellowstone County, each report includes:

- A school profile with start and dismissal times, demographics, and percentages of students receiving free or reduced lunch,
- A map with crossing guard locations
- A neighborhood profile with walking routes and other key information
- Assessment methods
- Key findings from walk and bike audits, behavioral observations, and key informant interviews
- School recommendations based on the five Es of encouragement, education, environmental change, evaluation, and enforcement.



These reports provide a crucial foundation for the Safe Routes to School Study Update.

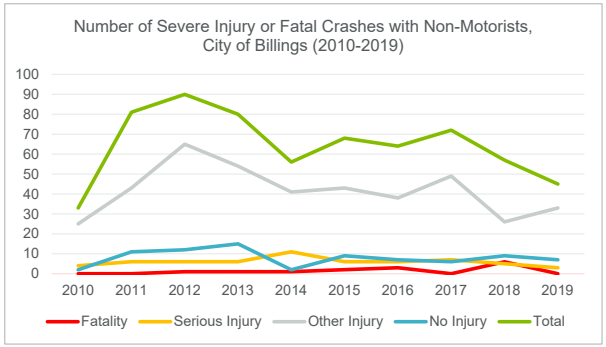
Montana Department Of Transportation Crash Data – 2010-2019

The Montana Department of Transportation (MDT) provides disaggregated crash data by city, county, and reservation. Data is categorized and summarized by a variety of topics, including non-motorists of all ages, within the crash report, "Problem Identification: 2019 Data." This report summarizes crash patterns, including crash data, demographics, and state traffic safety emphasis areas as part of the state's Vision Zero effort.

Data on crashes involving non-motorists in Billings reveals a fluctuation over time with a general downward trend. Serious injury crashes peaked in 2014 with 11 crashes but have decreased since then and remain low. Fatal crashes remain low but peaked in 2018 with six people killed.

Specific to the Safe Routes to School Study Update, this crash data will inform recommended interventions based on the severity of crashes involving non-motorists and based on the crash locations. See the figure below for a high-level summary of crash types involving non-motorists.

Link: https://www.mdt.mt.gov/publications/datastats/crashdata.shtml



City Of Billings Transportation Planning Resources - Ongoing

The City of Billings has many resources for transportation planning that can contribute to the Safe Routes to School Study Update. These transportation planning resources include:

- Traffic count maps from 2011 – 2020
- Non-motorized transportation, including the proposed bikeway and trail network, the 2011 Trail Asset Management Plan, trail counts from 2014 – 2020, bicycle counts from 2017 – 2020
- The current Transportation Improvement Plan for 2020-2024
- The Unified Planning Work Plan
- Long-Range Transportation Plans and Studies, such as corridor studies, the Complete Streets policy and progress report, household travel survey, public participation plans, the Wayfinding Signage Plan, and more,
- The Downtown Traffic Plan and the Billings Bike and Scooter Share Feasibility Study

While all resources contribute to the transportation system in Billings, the traffic count maps and the non-motorized transportation resources provide a snapshot of current travel habits near schools.

Link: https://ci.billings.mt.us/2336/Transportation-Resources

Billings Area Wayfinding Signage Plan - 2020

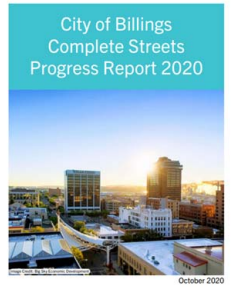
The Billings Area Wayfinding Signage Plan outlines the importance and design aspects of wayfinding specific to Billings. It addresses the barrier of pedestrian- and bicycle-specific navigation by providing a comprehensive wayfinding system. The Plan outlines the benefits of wayfinding, best practices, different purposes and designs of signage, destination selection and programming, placement guidance, and implementation.

The Plan notes middle schools as secondary destinations, and elementary schools as tertiary destinations within the destination hierarchy.

Link: https://ci.billings.mt.us/DocumentCenter/View/41706/Final-Billings-Wayfinding-Signage-Plan

City of Billings Complete Streets Progress Report – 2020

The Complete Streets Progress Report provides updated information regarding the implementation and application of the City of Billings' 2011 adopted Complete Streets policy. The report walks through the progress of improving walking and rolling, bicycling, transit, and automobiles by outlining each mode's context, what it's like to use that mode in Billings, a timeline, milestones, and performance measures. The inclusion of connectivity, community health, economics, and the future as stand-alone sections is noteworthy to mention.



Safe Routes to Schools is included in the walking and rolling mode. The report spotlights RiverStone Health and the revival of the Safe Routes program in 2017 with walk audit of 10 elementary schools.

Link: https://ci.billings.mt.us/DocumentCenter/View/43311/Final-Complete-Streets-Progress-Report-2020

Kids In Motion - Ongoing

Kids in Motion (KIM) is a program run by St. Vincent's Healthcare, School District #2, the Education Foundation for Billings Public Schools, the City of Billings, and community partners that focuses on engaging and encouraging youth to walking and bicycling. It organizes events such as bicycle tune-up clinics, rotating through elementary schools, and offers lesson plans so that Health Enhancement Teachers (a combination of health and physical education teachers) can teach the curriculum if they so wish. These lesson plans include a curriculum for a traffic skills class, as well as educational resources, printable materials, and certificates.

KIM relates to the Billings Safe Routes to School Study Update by engaging with students on how to walk and bike to school.

Link: https://kidsinmotionvolunt.wixsite.com/kimbillings

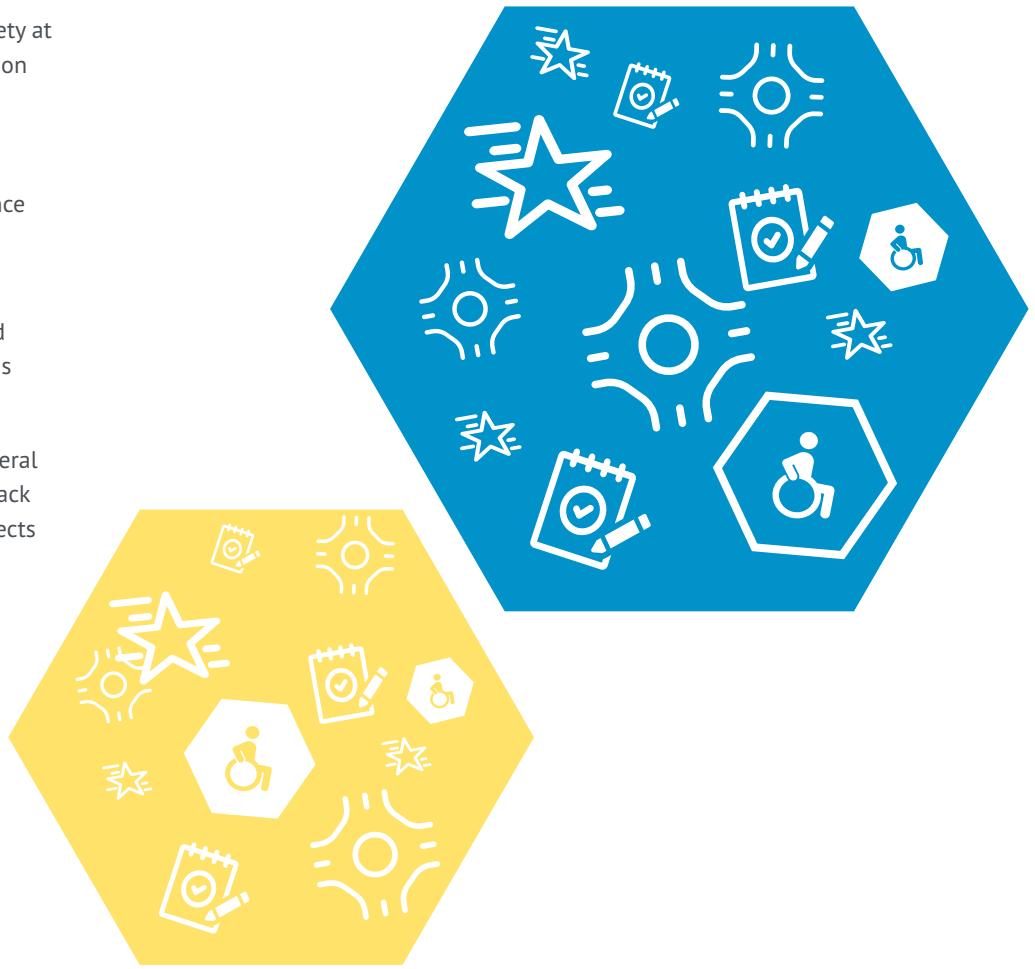
Appendix B: School Summaries

This appendix includes summaries for all 22 public elementary schools in Billings. These summaries should be referenced and used when selecting, prioritizing, and designing projects. Much of the information on the following pages was gathered through site visits, interviews with school principals, and feedback from an online interactive webmap.

At the end of each school summary there is a "Proposed Projects" table that recommends specific mitigation strategies for locations and issues. Many of the engineering recommendations are informed by FWHA's 2018 Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. this document, and its associated Safe Transportation for Every Pedestrian (STEP) matrix, suggest countermeasures that can be applied at uncontrolled crossing locations depending on roadway and traffic features. The countermeasures are assigned specific roadway types based on safety research, best practices, and established national guidelines. More information on the STEP guidance can be found at https://safety.fhwa.dot.gov/ped_bike/step/.

In addition, all the following information contained in this appendix is for planning purposes and should not be used for final design of any project. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

While many of these projects may be completed by the City of Billings, there are several that fall outside of the City's jurisdiction including all bike rack replacements. Bike rack replacements would be the responsibility of Billings Public Schools. Some road projects may fall under the jurisdiction of the Montana Department of Transportation or of Yellowstone County.



Alkali Creek Elementary

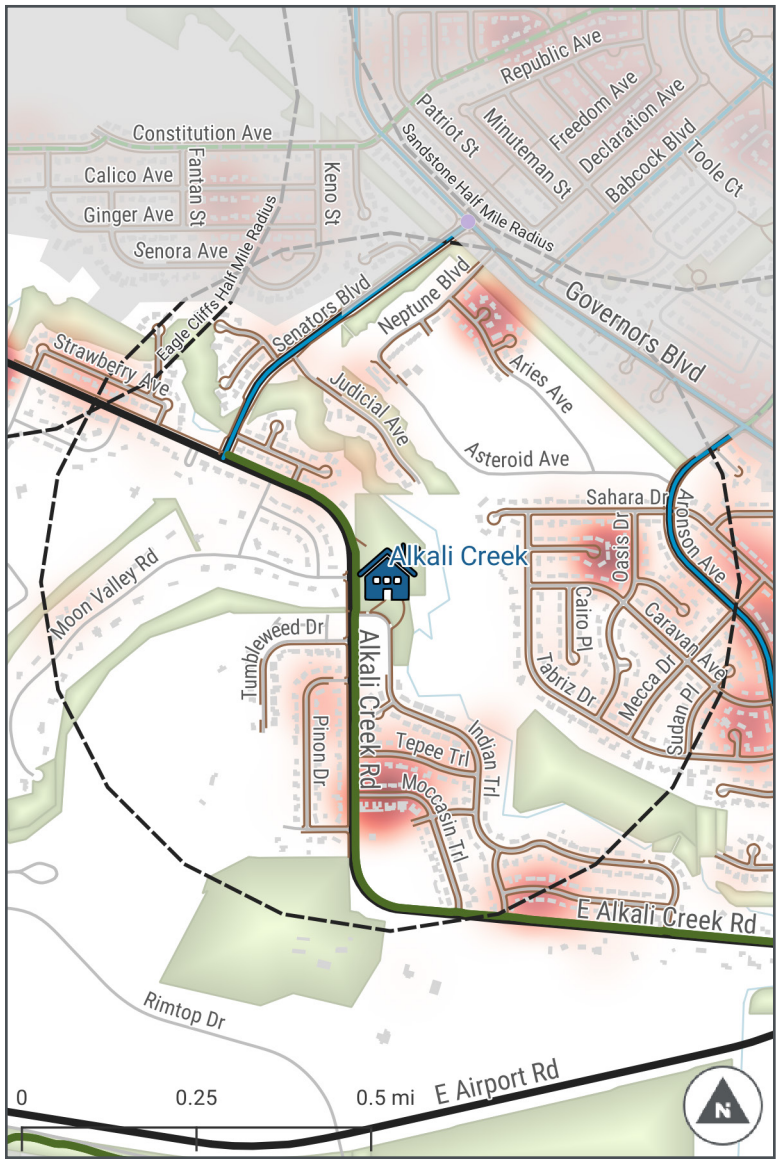
Existing Conditions

About the School	
Address	681 Alkali Creek Rd
Number of Students	Approximately 340
Percentage of Students Eligible for Free and Reduced Lunch	34%
Arrival / Dismissal Times	8:25 AM / 2:20 and 3:05 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Alkali Creek Rd	• 1,500 (at Senators Blvd) • 3,300 (east of Black Pine St)
Senators Blvd	1,500 (at Governors Blvd)

cSource: MDOT Interactive Traffic Web Map

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Sidewalk

Proposed
Bike Lane

Known Safety Concerns at Alkali Creek Elementary

Source of Concern	Safety Concern or Comment
Principal	• Families will park on east side of Alkali Creek Rd to pick-up, creating a pinch point for traffic. • Families will also park on Moon Valley Rd, encouraging students to cross at undesignated crossing rather than walk down to Indian Trail intersection and cross with crossing guard.
Webmap Survey	There were four comments for the Alkali Creek catchment area. • One comment about crossing Senators Blvd and Alkali Creek Rd • One comment about fast traffic on Senators Blvd • Two route drawings on Alkali Creek Rd from Moon Valley Rd to Woodland Trail.
Crossing Guard	• Students cross the street without an adult at Moon Valley Rd, which is not a crossing guard location.
Safety Busing Concern	• Safety busing is provided for students living within Alkali Creek's boundaries east of Main St. • Safety busing is recommended for students living east of the school on top of bluff.

Dismissal Observations

Observation Details	
Observation Date	**The consultant team observed dismissal on Thursday, September 23.**
School Bus Loading	• School buses lined up along the sidewalk outside the front of the school. • Day care buses also picked up in this area.
Family Vehicles	• At the first dismissal, families in vehicles picked up students from the front of the building. Family drivers parked in the field south of Indian Trail and walk to the school entrance. • At the second dismissal, there were fewer family vehicles. Most families parked along Alkali Creek Rd or on Moon Valley Rd and waited for their children in the car.
School Staff Roles	• School staff led their classes outside to meet their families. Two staff members were present at the front of the school building to assist with traffic control and to help load students onto buses.
Adult Crossing Guards	• A school crossing guard was posted at Indian Trail and Alkali Creek Rd.
Students Walking and Biking	• Some students were observed walking and biking on the path along Alkali Creek Road. • No students were observed using the trail along Alkali Creek.

Priority Concerns at Alkali Creek Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

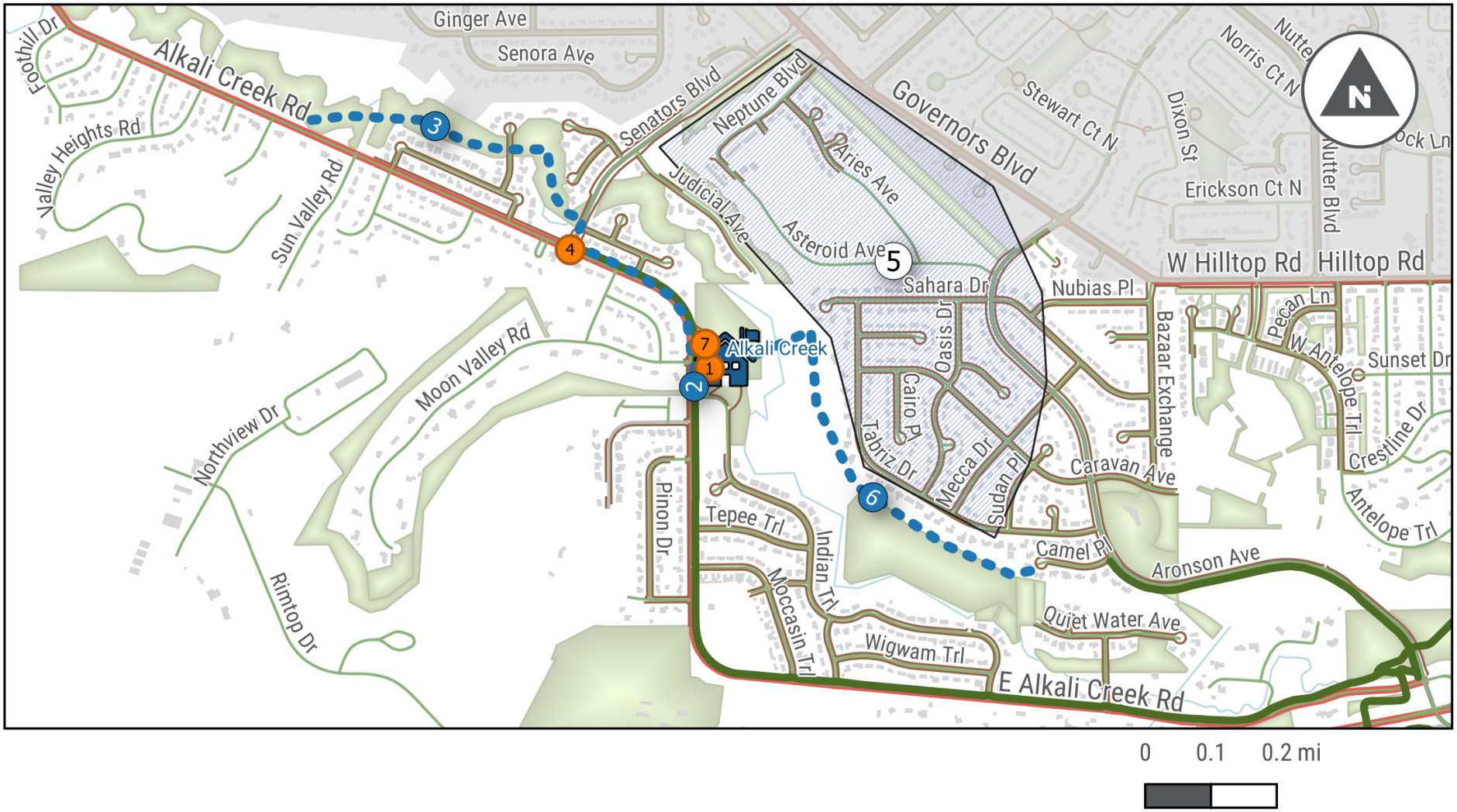
#	Location	Observations
1	School front parking lot	• During the first dismissal, families would park in the front parking lot and have difficulty backing up to leave with the presence of families and students crossing and the bus leaving. • Recommend back-in angled parking to improve circulation issues. • Recommend aligning crosswalk with curb ramp.
2	School front parking lot; Indian Trail	• During the first dismissal, families would park in the lot south of Indian Trail as well as in school parking spots on the semicircle. Due to these two locations of parking, motor vehicles would back up in the school parking lot and prevent the bus from exiting. • Recommend prohibiting parking in school parking lot to address bottleneck at Indian Trail intersection.
3	Alkali Creek Rd (~260' north of Moon Valley Rd and at Tumbleweed Dr)	• Anecdotal evidence from the principal revealed that occasionally the School Zone flashing beacons do not come on during arrival or dismissal times. • Recommend coordinating with school to ensure school zone flashing beacons consistently work.
4	Alkali Creek Rd and Moon Valley Rd	• Currently, families park on the west and east side of Alkali Creek Rd north of Indian Trail, as well as on Moon Valley Rd, incentivizing students to cross Alkali Creek Rd at non-designated crossing locations. • Recommend extending the motor vehicle parking on Alkali Creek Rd and adding bollards in sections where parking is not allowed. This could incentivize families to park on one side of the road rather than park on local streets across the road, and reducing the need for students to cross Alkali Creek Rd. A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction. • Recommend reinforcing students crossing at the crossing guard crosswalk.
5	Alkali Creek	• The lack of a formalized pathway along Alkali Creek is a barrier to students living on Quiet Water Ave and Black Pine St. Currently, the Billings Bike Map identifies an existing pathway there, but none currently exist. • Recommend designing and building a paved path along Alkali Creek with signage.
6	Area north and east of the school	• Topographical challenges create a barrier for students living east of the school on the bluff, despite their proximity to school. Connection could connect to the Alkali Creek trail, Pow Wow Park, and the future trail under the powerlines that parallels Governors Blvd, as well as future homes on Aries Ave and Asteroid Ave. • Recommend designing and building a walking and biking connection to this residential area. • A shared use path is proposed to connect behind the school from Alkali Creek Rd to the Alkali Creek pathway. • A shared use path is proposed, running under the powerlines south of Governors Blvd.
7	Bicycle Racks at Alkali Creek Elementary	• Bike racks were present on the south and west of the school. Racks to the south were not used, likely due to its locationclose to K-3rd grade classrooms. Racks to the west had roughly five to eight bikes parked on the day of observation and were located close to the 4th and 5th grade classrooms.

Proposed Projects at Alkali Creek Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page of school profile).

#	Location	Topic	Issue	Recommendation
1	School front parking lot	Parking Procedures	• Families parking in the front parking lot create a hazard for people walking and biking.	• Add signage designating back-in only parking in the afternoons. Communicate changes in parking procedure to families via email, text, windshield flyers, and backpack mail. • Align and mark crosswalk with curb ramp; and install new curb ramp.
2	Front of school along Alkali Creek Rd	Crossing	• Students cross at an unmarked location.	• Install fencing along Alkali Creek Rd between the northern section of the school and Indian Trail Rd to discourage students crossing from the west side, and to encourage crossing at the crossing guard location at Indian Trail.
3	Alkali Creek Rd from Sandstone Trail to Moon Valley Rd	Sidewalk and Shared Use Path	• Alkali Creek Road is signed at 35mph • Missing sidewalks present a barrier to walking and bicycling to school.	• Construct sidewalks on west side of Alkali Creek Road. • Trail component of project is identified in the Billings Area Bikeway and Trails Master Plan.
4	Alkali Creek Road and Senators Blvd	Crossing	• Comments on the webmap indicated concerns about traffic on Senators Boulevard.	• Install curb extensions or a traffic island to slow turning traffic and increase safety and visibility of people crossing.
5	North and east of the school	Safety Busing	• Topographical challenges create a barrier for students living east of the school on the bluff, despite their proximity to school. The school district does not provide safety busing to this area.	• The school district should offer a paid bus option for students living in this area, to reduce the amount of family vehicles around the school during arrival and dismissal.
6	Aronson Ave. to Quiet Water Ave.	Shared Use Path	• Build a paved shared use path from Aronson Ave. to Quiet Water Ave. and from Quiet Water Ave. to the school site.	• Build a paved path along Alkali Creek. • Trail is currently identified in Billings Area Bikeway and Trails Master Plan.
7	Behind School	Bicycle Parking	• Racks to the west had roughly five to eight bikes parked on the day of observation and were located close to the 4th and 5th grade classrooms. Existing type of bicycle racks can damage bikes and make it difficult to securely lock bicycles.	• Replace the bike racks behind the school with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Arrowhead Elementary

Existing Conditions

About the School	
Address	2510 38th St W
Number of Students	Approximately 427
Percentage of Students Eligible for Free and Reduced Lunch	17%
Arrival / Dismissal Times	8:20 AM / 2:15 and 3:00 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Shiloh Rd	10,400
Rimrock Rd	• 12,800 (W of 38th St) • 11,700 (E of 38th St)
Poly Dr	1,400

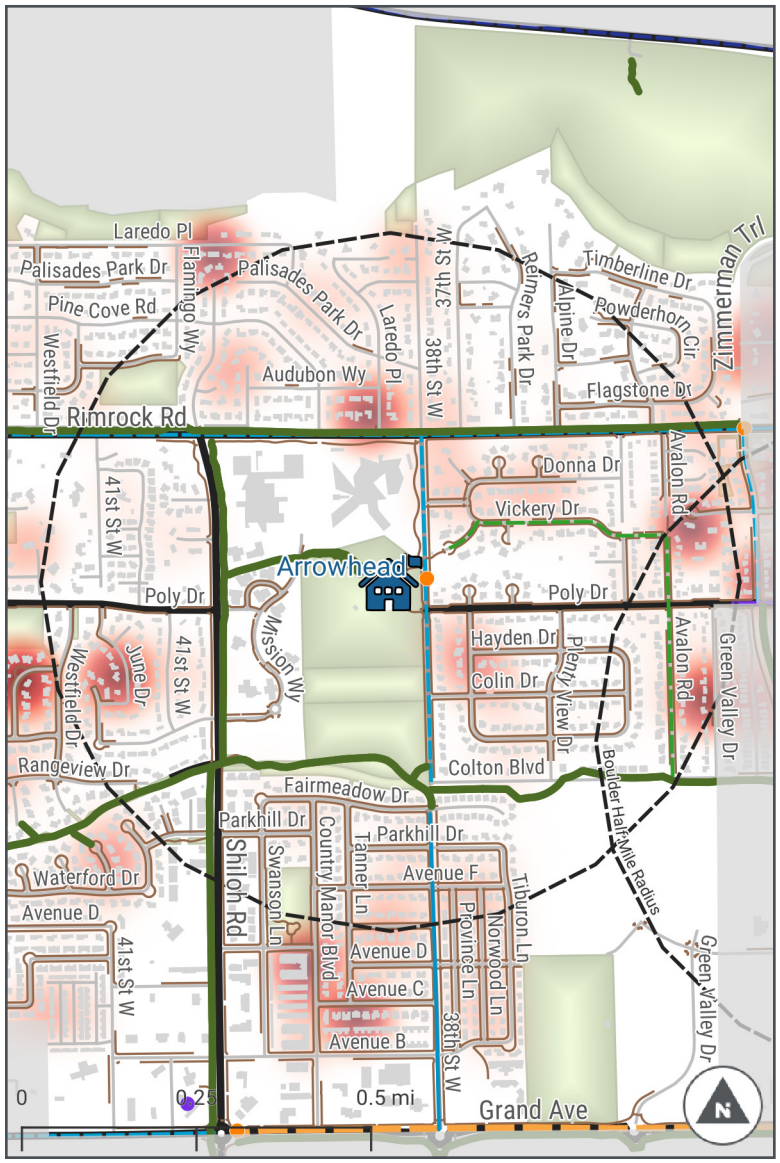
cSource: MDOT Interactive Traffic Web Map

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Existing Shared Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

Existing Conditions Map



Known Safety Concerns at Arrowhead Elementary

Source of Concern	Safety Concern or Comment
Principal	• Rimrock Rd and Shiloh Rd are safety concerns, as well as parents parking at St. Johns United to drop off and pick-up.
Webmap Survey	There were over 30 comments for the Arrowhead Elementary catchment area. Most comments were north and west of the school • Lack of crossing guard on Shiloh Rd at Arrowhead School Path • Lack of safe bicycling conditions on 38th St, causing conflicts on the sidewalk between people walking and bicycling and creating unsafe biking conditions with parked cars. • Fast vehicular traffic on Rimrock Rd creates unsafe crossing conditions, requests for school zone signage. • Lack of curb cuts on Poly Dr west of the school are a hindrance to walking and bicycling. • Families cited lack of sidewalks or narrow sidewalks throughout the neighborhood. • Lighting was also an issue for walking on Rimrock Rd and 38th St W.
Crossing Guard	• Family vehicles make u-turns near the crossing guard crosswalk. • High traffic volumes on 38th St W during drop-off.
Safety Busing Concern	• No safety busing is provided.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Monday, September 20.**
School Bus Loading	• School buses dropped off on the north side of the parking lot loop. Daycare vans also pick up here.
Family Vehicles	• [For arrival] Families dropped off students by car on 38th St W in front of the school; mostly on the west side, but also on the east side of the street.
School Staff Roles	• No school staff were involved during the arrival period.
Adult Crossing Guards	• A school crossing guard is posted at 38th St W and Poly Drive, and another at 38th St W and Rimrock Rd. Both crossing guards are school employees. • An additional crossing guard used to be located at Shiloh Rd at Arrowhead School Path crossing.
Students Walking and Biking	• Many students were observed walking and biking from the north and east of the school. Students also walked or biked from the south, possibly from the shared use path south of Poly Vista Park. • Many bicycles were parked the day of observation.

Priority Concerns at Arrowhead Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

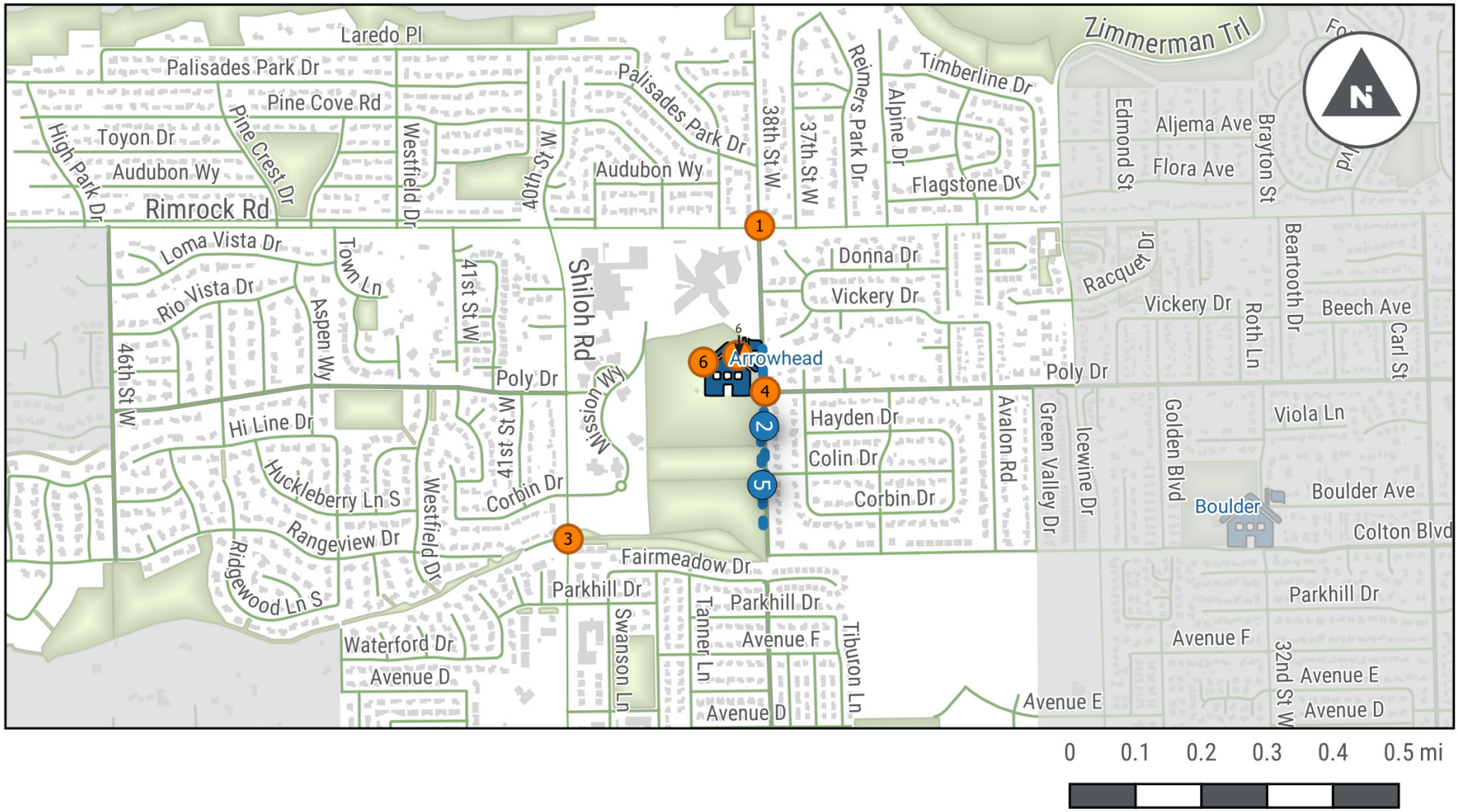
#	Location	Observations
1	Rimrock Rd and 38th St W	• Students and families were observed crossing Rimrock Rd at 38th St W with a crossing guard. Rimrock has higher traffic volumes and speeds than would be preferred for a student crossing location. • Bike lanes are proposed on Rimrock Rd from the Zimmerman Trail to 48th St W.
2	Front of school - 38th St W and Poly Dr	• Families dropping off students by car on 38th St W were observed doing u-turns in the road. • Bike lanes are proposed on 38th St W from Poly Dr to Rimrock Rd.
3	Shiloh Rd at Arrowhead School Path crossing	• There used to be a crossing guard posted at Shiloh Road and the Arrowhead School Path crossing. Shiloh Rd has higher traffic volumes and speeds than would be preferred for a student crossing location.
4	38th St W and Poly Dr	• Cars turning left from 38th St W on to Poly Dr are not required to stop. This intersection only has yield pavement markings on 38th St W. This caused crossing hesitation with families and students who crossed 38th St W on the south side of the intersection.
5	38th St W south of school	• The existing sidewalk on 38th is not wide enough for a biking facility, causing conflicts on the sidewalk between people walking and bicycling and creating unsafe biking conditions with parked cars.
6	Bicycle racks	• Existing bicycle racks are two different sizes, and larger bikes are unable to be locked to the smaller racks. However, the larger racks are located near the entrances to the K-3 classrooms, thus youger students with smaller bikes are using racks for larger bikes. This leaves limited bike parking options for older students. Students who bike to school from the shared use path on the south reported difficulties getting through the staff parking lot to the bike racks behind the school.

Proposed Projects at Arrowhead Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Rimrock Rd and 38th St W	Crossing	• Parents and staff report that this crossing is dangerous and discourages students from walking and biking.	• Reduce travel lane widths to shorten crossing distance and/or add curb extensions.
2	Front of school along 38th St W	Arrival/Dismissal Behavior	• Some families were observed making u-turns in front of the school.	• Develop a school drop off/pick up plan that can be shared with families. Communicate expected drop off and pick up procedures to families via email, text, windshield flyers, and backpack mail.
3	Shiloh Road at Arrowhead School Path crossing	Crossing	• There used to be a crossing guard posted at Shiloh Road and the Arrowhead School Path crossing. • Shiloh Rd is signed at 45mph • Shiloh Rd has an ADT of 13,620	• Post crossing guard at Shiloh Road and Arrowhead School Path crossing.
4	38th St W and Poly Dr	Crossing	• Many students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk (crossing guard is present).	• Use in-street yield to pedestrian signs.
5	38th St W, south of school	Sidewalk/Sidepath	• There is a lack of safe bicycling facilities on 38th St and the current sidewalk isn't wide enough for pedestrians and bicyclists to pass each other.	• Construct a minimum 10-foot-wide sidewalk or path on the west side of 38th St W between the school and the path to the south or consult with school to determine if a separated, buffered, or regular bike lane would be sufficient on 38th St. W. 2017 Billings Area Bikeway and Trails Master plan recommends a bike lane.
6	Front, back and south of School	Bicycle Parking	• Existing bicycle racks are two different sizes, and larger bikes are unable to be locked to the smaller racks. However, the larger racks are located near the entrances to the K-3 classrooms, thus youger students with smaller bikes are using racks for larger bikes. This leaves limited bike parking options for older students. Students who bike to school from the shared use path on the south reported difficulties getting through the staff parking lot to the bike racks behind the school.	• Replace the existing bike racks in front of, and behind school with new racks that support the bike frame in at least two places and that enable secure locking. Add new bike racks to the south of the school (possibly in staff parking lot) for students biking from the shared use path to the south.

Proposed Projects Map



Beartooth Elementary

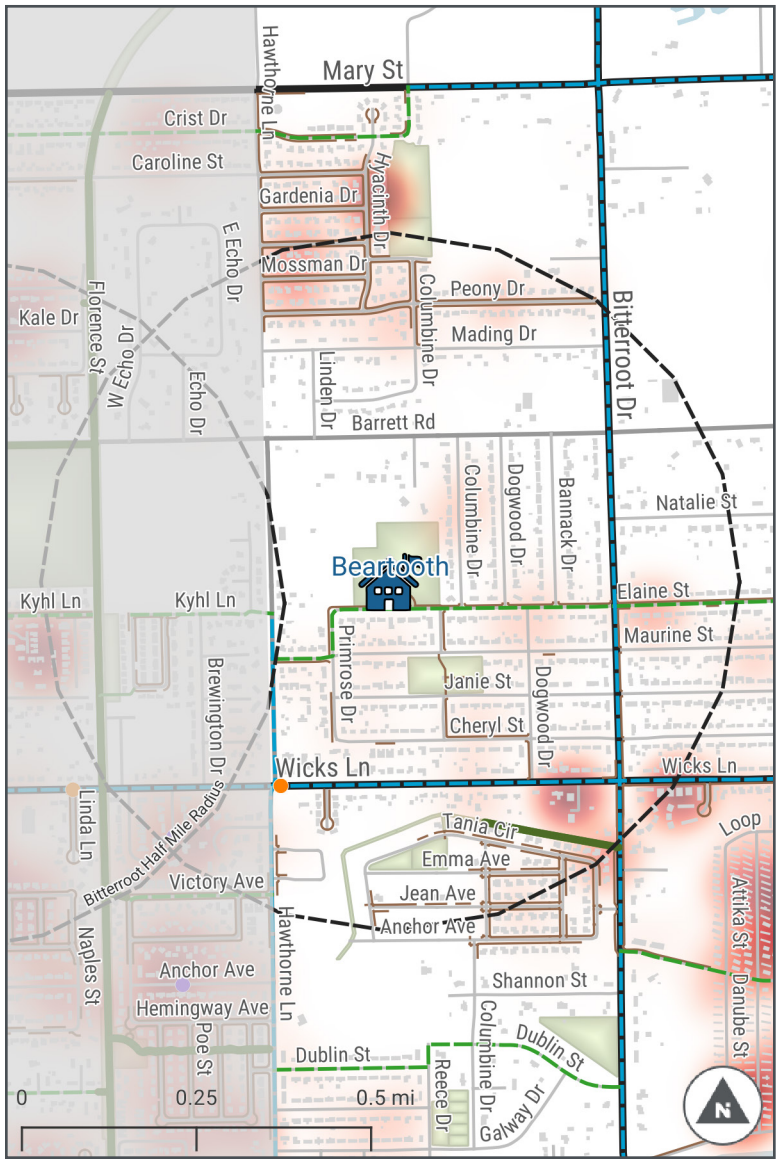
Existing Conditions

About the School	
Address	1345 Elaine St
Number of Students	360
Percentage of Students Eligible for Free and Reduced Lunch	46%
Arrival / Dismissal Times	8:25 AM / 2:00 and 3:15 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Bitteroot Dr	• 2,500 (south of Barrett) • 700 (north of Barrett)
Wicks Ln	2,400
Hawthorne Ln	1,000

cSource: MDOT Interactive Traffic Web Map

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

Known Safety Concerns at Beartooth Elementary

Source of Concern	Safety Concern or Comment
Principal	• Because of high driving rates and limited parking in front of the school, a lot of parents will drop off students wherever they can and then students run across Elaine. • There are students, primarily those that live to the southeast of the school, that are regular bikers to school and have limited vehicle access. When it snows, it is not unusual for these students to not come to school because they can't get there by bike. • Crossing at Elaine St and Bitterroot Dr is uncomfortable for students because of high vehicle volumes and limited traffic control.
Webmap Survey	There were over 20 comments in the Beartooth Elementary catchment area: • Many comments about Barrett Rd regarding lighting, lack of sidewalks, speeding traffic, and dangerous crossing conditions. • Surrounding neighborhood has lack of sidewalks • Bitterroot Dr has very little lighting and no sidewalks in some areas. • Lack of lighting on Wicks Ln creates dangerous walking and bicycling conditions. • The Elaine St and Bitterroot Dr intersection is a dangerous crossing. • The Wicks Ln and Bitterroot Dr intersection is dangerous to cross.
Crossing Guard	• Most kids who cross are crossing to get to a parked car with their parents. • A lot of vehicles, but generally good behavior
Safety Busing	• There are special needs buses and the bus for students experiencing homelessness.

Dismissal Observations

Observation Details	
Observation Date	**The consultant team observed dismissal on Wednesday, September 23.**
School Bus Loading	• School buses parked in the driveway/lot on the south side of the school.
Before/Aftercare Vans	• Before/aftercare vans parked in the driveway/lot on the south side of the school.
Family Vehicles	• At the first dismissal, families in vehicles picked up students mostly from the front of the building. Family drivers either stay in the vehicle and queue to pick up directly at the school entrance, or park on side streets (many cross at Columbine Dr) and walk to the school entrance. Some families park in the alley to the east of the school. • At the second dismissal, families in vehicles picked up students mostly from the front of the building. Family drivers either stay in the vehicle and queue to pick up directly at the school entrance, or park on side streets (many cross at Columbine Dr) and walk to the school entrance. Some families park in the alley to the east of the school. • For both dismissals, a fair number of families pull in and park in the areas clearly marked for bus and daycare only parking. • Many families make a "loop" when picking up students, driving west on Elaine St, south on Primrose Dr, east on Maurine St, and north on Columbine Dr.
School Staff Roles	• Teachers go out with students to watch for parents.
Adult Crossing Guards	• A school crossing guard is posted at Elaine St and Columbine Dr.
Bike Rack Locations and Use	• There is one extended bike rack at the school, located on the southeast side.
Students Walking and Biking	• Some students were headed either into the neighborhoods immediately to the south of the school, or east on Elaine St. • Students were observed biking/walking east on Elaine St to Bitterroot Dr and then south on Bitterroot Dr to the Cherry Creek Loop.

Priority Concerns at Beartooth Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

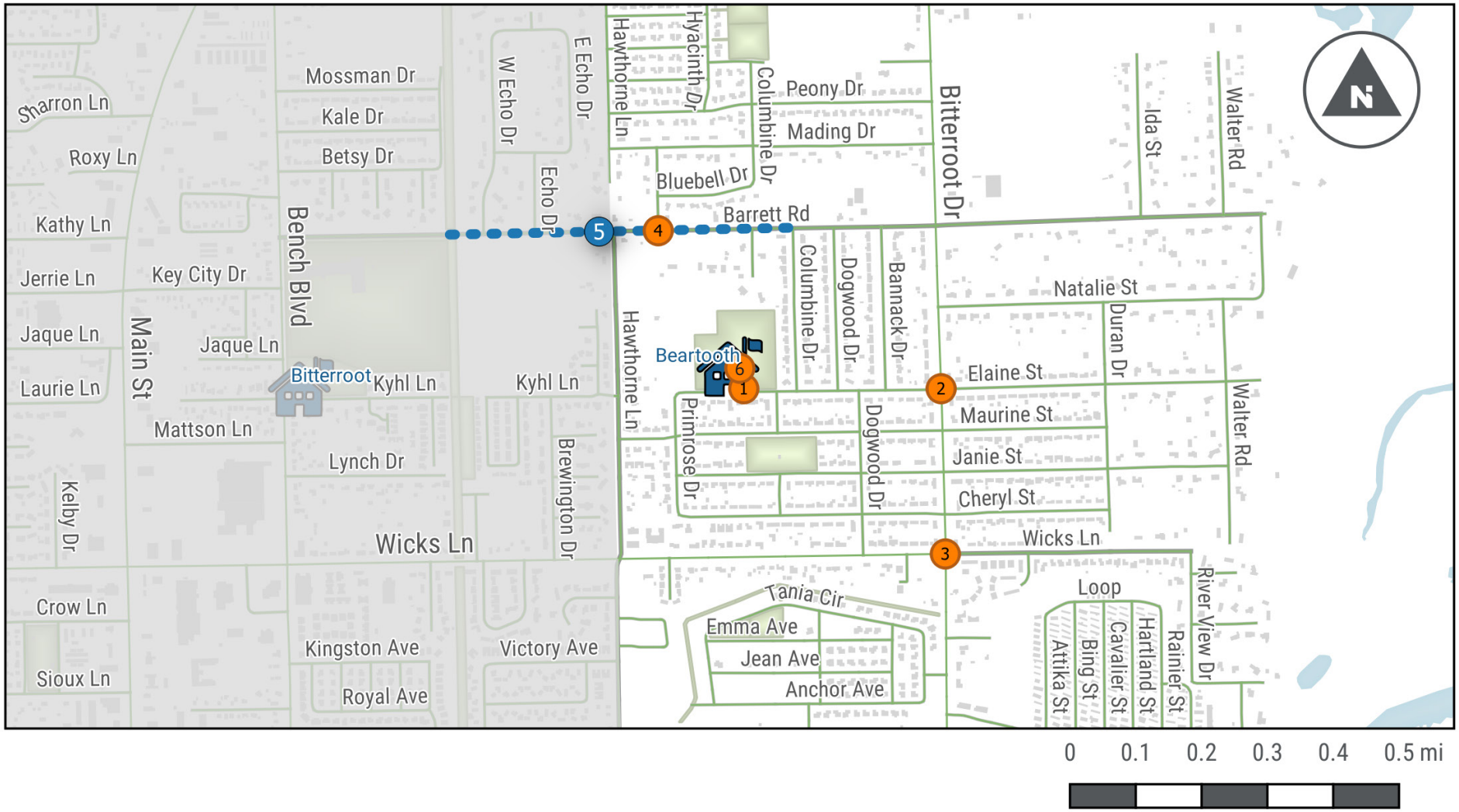
#	Location	Observations
1	Elaine St. immediately in front of school	• Some families were observed parking on the non-school side, double-parking, asking students to cross the street without an adult at non-intersection locations, making u-turns in front of the school, and parking in the bus parking locations.
2	Elaine St. and Bitterroot Dr.	• Many/some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk. • Parents and staff feel that this crossing is dangerous and discourages students from walking and biking. • The intersection is not within a reduced speed limit school zone. • Vehicles appear to exceed the posted speed limit on Bitterroot Dr. during school arrival and dismissal times.
3	Wicks Ln and Bitterroot	• Bitterroot Dr has higher traffic volumes and speeds than would be preferred for a student crossing location. • Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk. • Crossings of Wicks Ln at Bitterroot Dr are expected to increase because of increased development.
4	Neighborhoods to the north of Beartooth Elementary	• Complete lack of connectivity between neighborhoods north of Barrett Rd and the school. Potential link through an alley to the east of the school or the discontinuous Carroll Heights Circle.
5	Bicycle Racks at Beartooth Elementary	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation.

Proposed Projects at Beartooth Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Elaine St immediately in front of school	Parking Procedures	• Some families were observed parking on the non-school side, asking students to cross the street without an adult at non-intersection locations, and making u-turns in front of the school. • Families park in designated bus parking, create a hazard for people walking and biking.	• Add signage designating bus-only parking. Communicate changes in parking procedures via email, text, windshield flyers, and backpack mail. • Provide/continue staff monitoring of arrival and dismissal, and provide/continue communicating expectations for family vehicles at arrival and dismissal. • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal • Move all pick-up and drop-off to the school side of the street, or, at a minimum, in locations with safe crossings. Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. • A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
2	Elaine St and Bitterroot Dr	Crossing	• Many/Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk. • Parents and staff report that this crossing is dangerous and discourages students from walking and biking.	• Add high visibility crosswalk markings, and adequate nighttime lighting levels. • Consider using in-street yield to pedestrian signs. • Add additional traffic calming measures to accentuate Elaine St as a future neighborhood bikeway in the 2017 Billings Urban Area Bikeway + Trails Master Plan Update. • Installing RRFB in 2022.
3	Wicks Ln and Bitterroot Dr	Crossing	• Bitterroot Dr has a posted speed limit of 35mph. • ADT on Bitterroot Dr is 3,610 and 3,840 (north and south of intersection, respectively). • Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk. • Crossings of Wicks Ln at Bitterroot Dr are expected to increase because of increased development.	• Add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting. A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction. • Study further to find an infrastructure intervention to make it safer and more comfortable for school children to cross Wicks. Solution must be compatible with future bike lanes..
4	Barrett Rd and Linden Dr	Crossing	• Some students cross the street at this intersection when walking from northern neighborhoods. • No crossing infrastructure exists at this location.	• Install new crosswalk across Barrett
5	Barrett Rd from Kiwanis Trail to Columbine Dr	Sidewalk/ Sidepath	• Currently no sidewalk that allows separated facilities for walking and biking along Barrett Rd.	• Install new sidewalk or trail along south side of Barrett Rd. Should coordinate with crossing at Barrett Rd and Linden Dr.
6	Front of School	Bicycle Parking	• Existing bicycle racks make it difficult to securely lock bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Bench Elementary

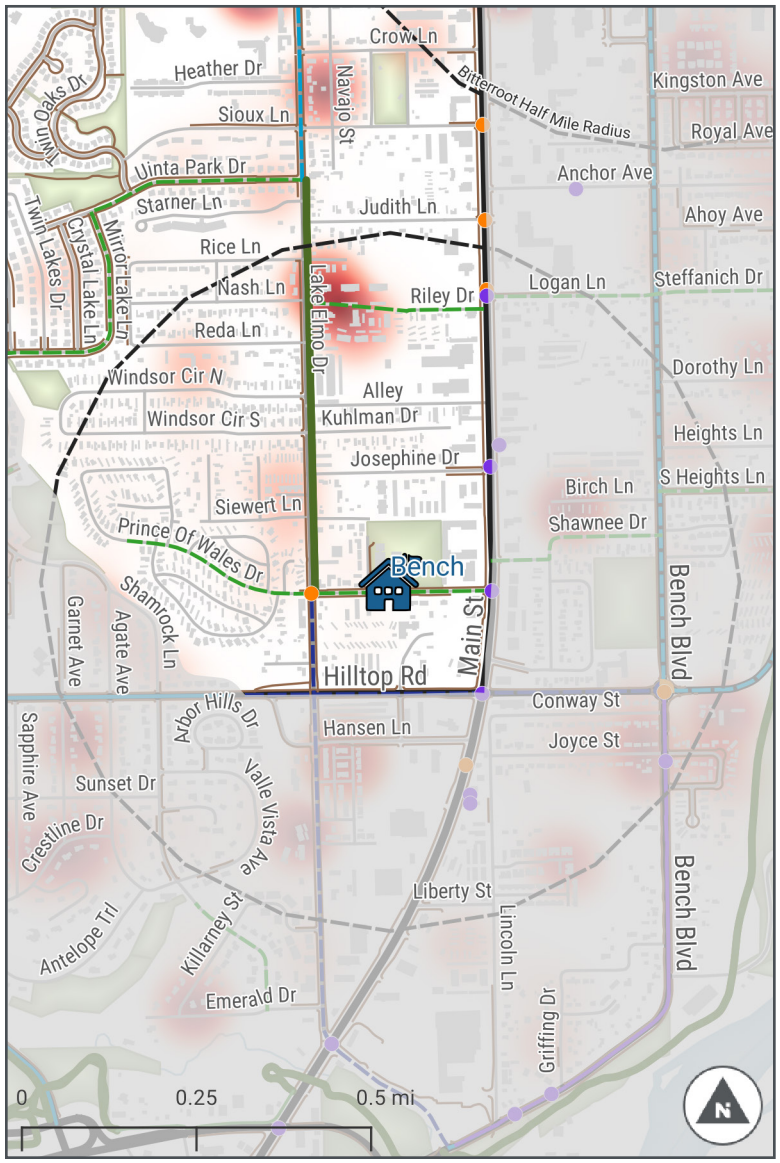
Existing Conditions

About the School	
Address	505 Milton Rd
Number of Students	Approximately 320
Percentage of Students Eligible for Free and Reduced Lunch	57%
Arrival / Dismissal Times	8:10 AM / 2:15 and 3:00 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Lake Elmo Drive	10,500
Main Street (US Hwy 87)	• 24,000 (at Wicks Ln) • 29,000 (at Hilltop Rd)

[c]*Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Known Safety Concerns at Bench Elementary

Source of Concern	Safety Concern or Comment
Principal	• Students living across Lake Elmo Dr are supposed to cross at the rapid flashing beacon at Milton Rd. The principal noted that beacon has occasionally been out of order. • In the past, students who walk to or from school got into physical fights. As a result, the school district provides safety busing to students north of Josephine Dr.
Webmap Survey	Comments revealed: • Support for a canal path west of the school following the creek. • Concerns about snow piles narrowing the sidewalk width • Paving an existing cut-through route from Mirror Lake Ln to Reda Ln/Broadview Dr.
Crossing Guard	• Most motorists on Lake Elmo Dr *do* stop for the flashing beacon. However, the day of observation, one motorist almost did not stop. • High speeds on Lake Elmo Dr.
Safety Busing	• The school district provides safety busing for students that live in the northern part of the attendance area. • Safety busing was supposed to be eliminated once sidewalks went in on Lake Elmo but Lincoln Center Administration requested that safety busing continue after sidewalks were in place.

Dismissal Observations

Observation Details	
Observation Date	**The consultant team observed dismissal on Tuesday, September 21.**
School Bus Loading	• School buses lined up in the pull-out loop on Milton Rd.
Before/Aftercare Vans	• No before/aftercare vans were observed.
Family Vehicles	• During both dismissals, family members parked on Rex Ln, opposite the school on Milton Rd, and in the school parking lot. Family members then walk to the designated meeting spot for the teachers.
School Staff Roles	• Each teacher is responsible for their own classroom students. Teachers wait with their students at their assigned door and ensure that students get on the correct bus.
Adult Crossing Guards	• A school crossing guard waits for all the students to be dismissed, then assists students crossing Rex Ln and Lake Elmo Dr.
Bike Rack Locations and Use	• There is one bike rack at the school, located in the parking lot. One bicycle was parked the day of observation.
Students Walking and Biking	• Few students were observed walking. About 10-20 students crossed Lake Elmo Dr with the crossing guard; most of those who crossed there entered the Windsor Estates.

Priority Concerns at Bench Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

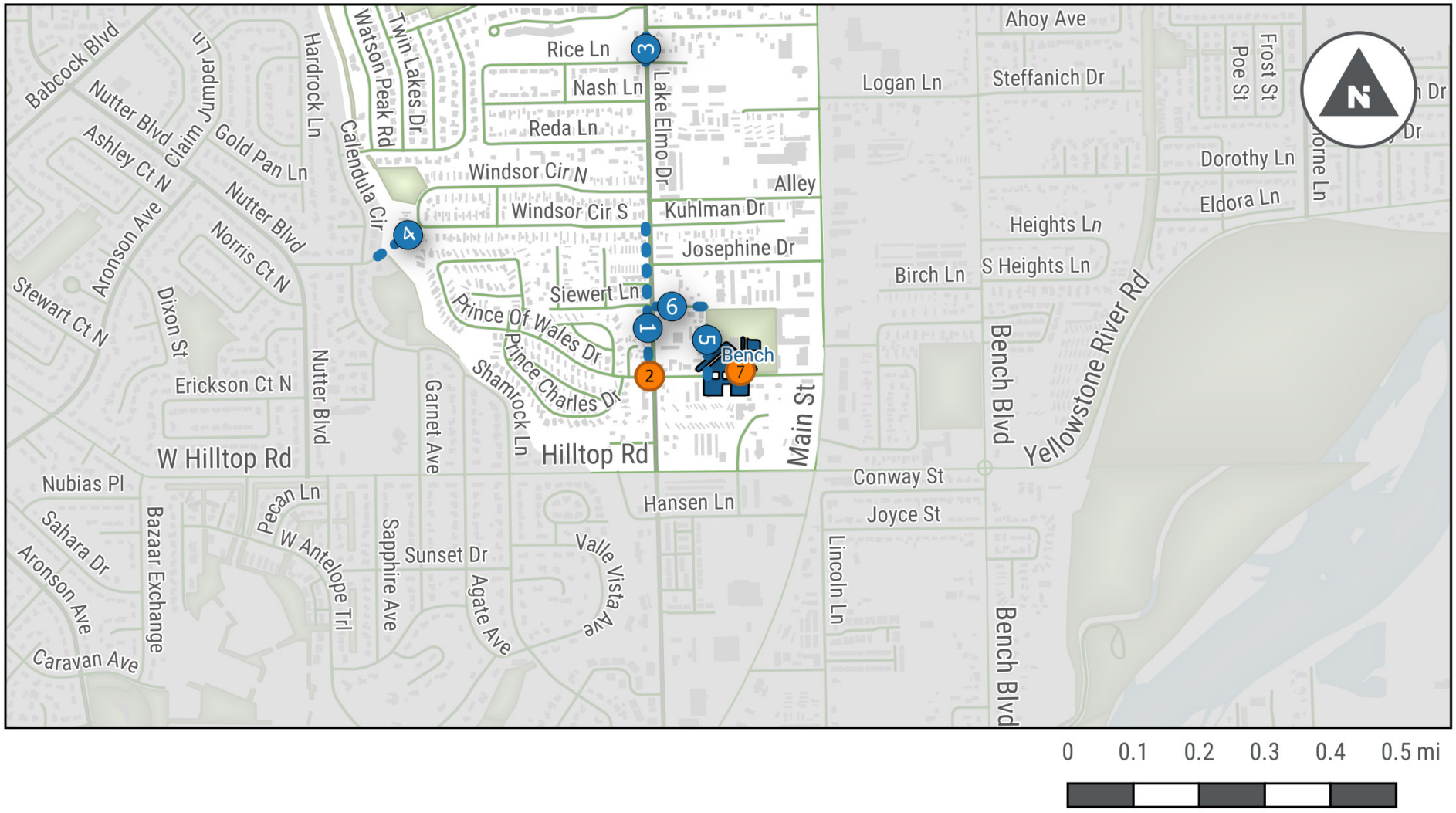
#	Location	Observations	Webmap comment?
1	Lake Elmo Dr sidepath	• Lake Elmo Dr higher traffic volumes and speeds than would be preferred for road students would need to cross. • The sidepath (or trail) on the east side of Lake Elmo Dr is not comfortable because there is no vertical barrier such as a curb that provides separation from motor vehicles. Parking is allowed in the buffer zone between the street and the trail. • No crosswalks are marked where the sidepath crosses side streets. • Lake Elmo Dr is recommended to have on-street bicycle facilities to the north and south of the existing trail in the 2017 Billings Area Bikeway and Trails Master Plan Update.	No
2	Lake Elmo Dr and Milton Rd	• A crossing guard is posted at this intersection. The north leg of the intersection has a high-visibility crosswalk marking, yield markings, a Rectangular Rapid Flashing Beacon (RRFB) that is used by the crossing guard. School crossing assemblies are present on both the north and south approaches. • The intersection is not within a reduced speed limit school zone and lacks school zone speed limit flashing beacons.	No
3	Lake Elmo Dr north of Rice Ln	• Missing sidewalks along the west side of Lake Elmo Dr present a barrier to walking and bicycling to school.	No
4	Ulnita Park/Twin Oaks neighborhood	• Students living in the Uinta Park/Twin Oaks neighborhood have a circuitous path to school due to a lack of street and path connections in the neighborhood. • A shared-use path is recommended along the irrigation canal in the Billings Area Bikeway and Trails Master Plan Update.	Yes
5	Many streets in the neighborhood	• Unpaved streets and missing sidewalks throughout the neighborhood present a barrier to walking and bicycling to school.	Yes
6	Bicycle Racks at Bench Elementary	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. One bicycle was locked to the rack the day of observation.	No

Proposed Projects at Bench Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Lake Elmo Dr sidepath	Sidewalk/Sidepath	• Vehicles appear to exceed the posted speed limit during school arrival and dismissal times.	• Add vertical barrier such as a curb or other buffer to provide separation from motor vehicles and to prohibit vehicles from parking in the buffer zone. A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
2	Lake Elmo Dr and Milton Rd	School Speed Zone	• The intersection of Lake Elmo Dr and Milton Rd is not within a reduced speed limit school zone and lacks school zone speed limit flashing beacons.	• Install curb extensions to slow traffic and increase the visibility of students as they cross.
3	Lake Elmo Dr north of Rice Ln	Sidewalks	• Missing sidewalks along the west side of Lake Elmo Dr present a barrier to walking and bicycling to school. • Lack of vertical barrier between motorized traffic and shared use path users decreases comfort for students walking and biking to school.	• Pave streets and construct sidewalks on the west side of the street. • Study further to find an infrastructure intervention to slow speeds on Lake Elmo and increase separation of shared use path users from traffic to make it safer, easier, and more comfortable for children to walk and bike to school.
4	Ulnita Park/Twin Oaks neighborhood	Shared Use Path	• Students living in the Uinta Park/Twin Oaks neighborhood have a circuitous path to school due to a lack of street and path connections in the neighborhood. A shared-use path is recommended along the irrigation canal in the Billings Area Bikeway and Trails Master Plan Update.	• Build a shared-use path along the irrigation canal. Provide connections to the path through City-owned land off of Windsor Cir. and north of Hilltop Rd.
5	Rex Ln north of Milton Rd	Sidewalks	• Missing sidewalks along the west side of Rex Ln presents a barrier to walking and bicycling to school.	• Construct sidewalks on the west side of the street.
6	Lola Ln from Lake Elmo Dr to school property	Shared Use Path	• Missing pedestrian connection along Lola Ln presents a barrier to walking and bicycling to school.	• Install east-west sidewalk or trail connection to north end of school property along Lola Ln.
7	Bicycle rack in school parking lot	Bicycle Parking	• Existing bicycle rack can damage bikes and make it difficult to securely lock bicycles.	• Replace the existing bike rack with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Big Sky Elementary

Existing Conditions

About the School	
Address	3231 Granger Ave E
Number of Students	Approximately 360
Percentage of Students Eligible for Free and Reduced Lunch	47%
Arrival / Dismissal Times	8:10 AM / 2:15 and 3:00 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
S 32nd St W	• 10,000 (north of King Ave) • 7,650 (south of King Ave)
King Ave W	15,000 (west of S 32nd St W)
Monad Rd	5,700 (west of S 32nd Ave W)

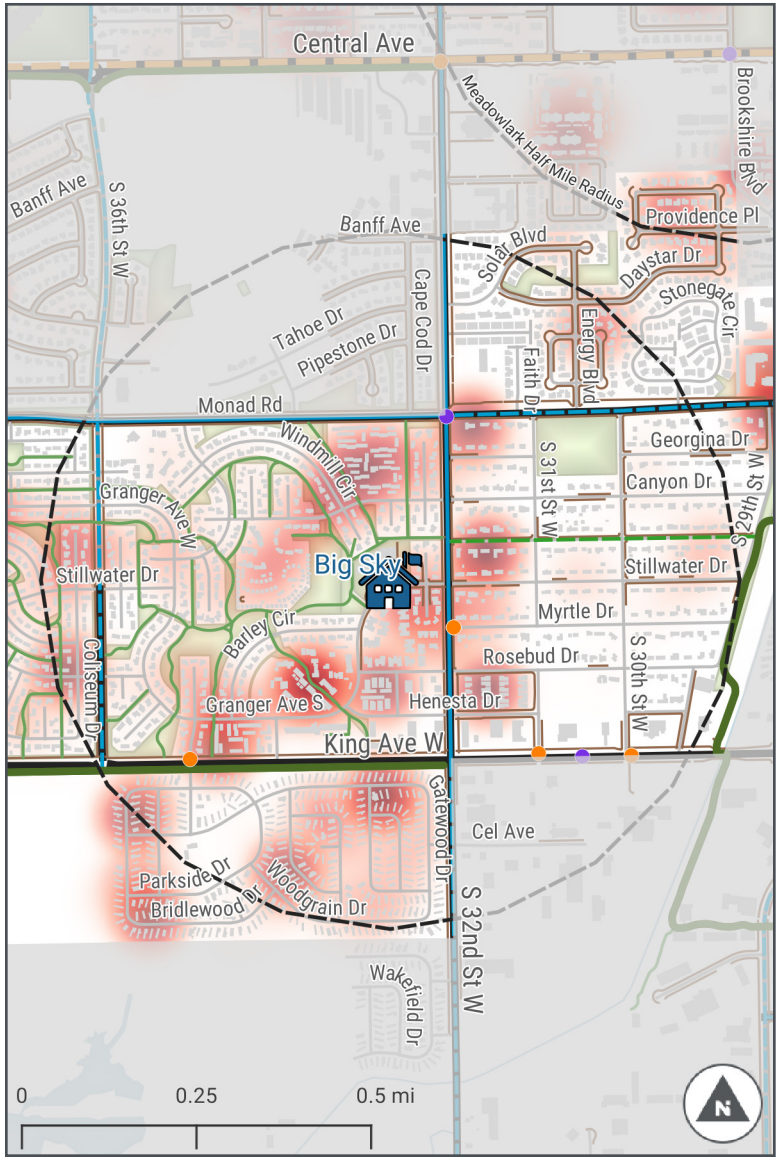
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

Existing Conditions Map



Known Safety Concerns at Big Sky Elementary

Source of Concern	Safety Concern or Comment
Principal	• 32nd St W is a high-trafficked street. • Principal also stated the "change in housing population" in the neighborhood was a concern. He also mentioned the presence of sex offenders and drug homes in the area.
Webmap Survey	There were four comments in the Big Sky Elementary catchment area: • Lack of nearby crossings encourages unsafe crossings on King Ave W near 36th St. • Drivers do not stop for people crossing S 32nd St between Stillwater Dr and Lampman Dr. • Unsafe bicycling conditions crossing Shiloh Rd.
Crossing Guard	• Positioned at Lampman Dr. at the midblock crossing. However, families will cross one block south at Granger Ave E/Stillwater Dr, where there isn't any crossing infrastructure.
Safety Busing Concern	• Safety busing is provided to students living in Golden Meadows Trailer Park.

Dismissal Observations

Observation Details	
Observation Date	**The consultant team observed dismissal on Wednesday, September 22.**
School Bus Loading	• School buses lined up along the loop to the south of the school on Granger Ave E. • Daycare vans also picked-up in this location.
Family Vehicles	• At both dismissals, families parked along Granger Ave E. Some would exit cars to wait near school playground; others would stay in cars. Many family vehicles were parked illegally, and created challenging sight line issues around the bend of Granger Ave E.
School Staff Roles	• School staff (including principal, councilor, and teachers) walked students outside to make eye contact with parents before releasing students. • One staff member per grade is involved in morning drop off.
Adult Crossing Guards	• One crossing guard at Lampman St.
Students Walking and Biking	• Many students were observed walking and biking in all directions. Students traveling alone used the paved off-street paths. Students being picked up by family went to the street.

Priority Concerns at Big Sky Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

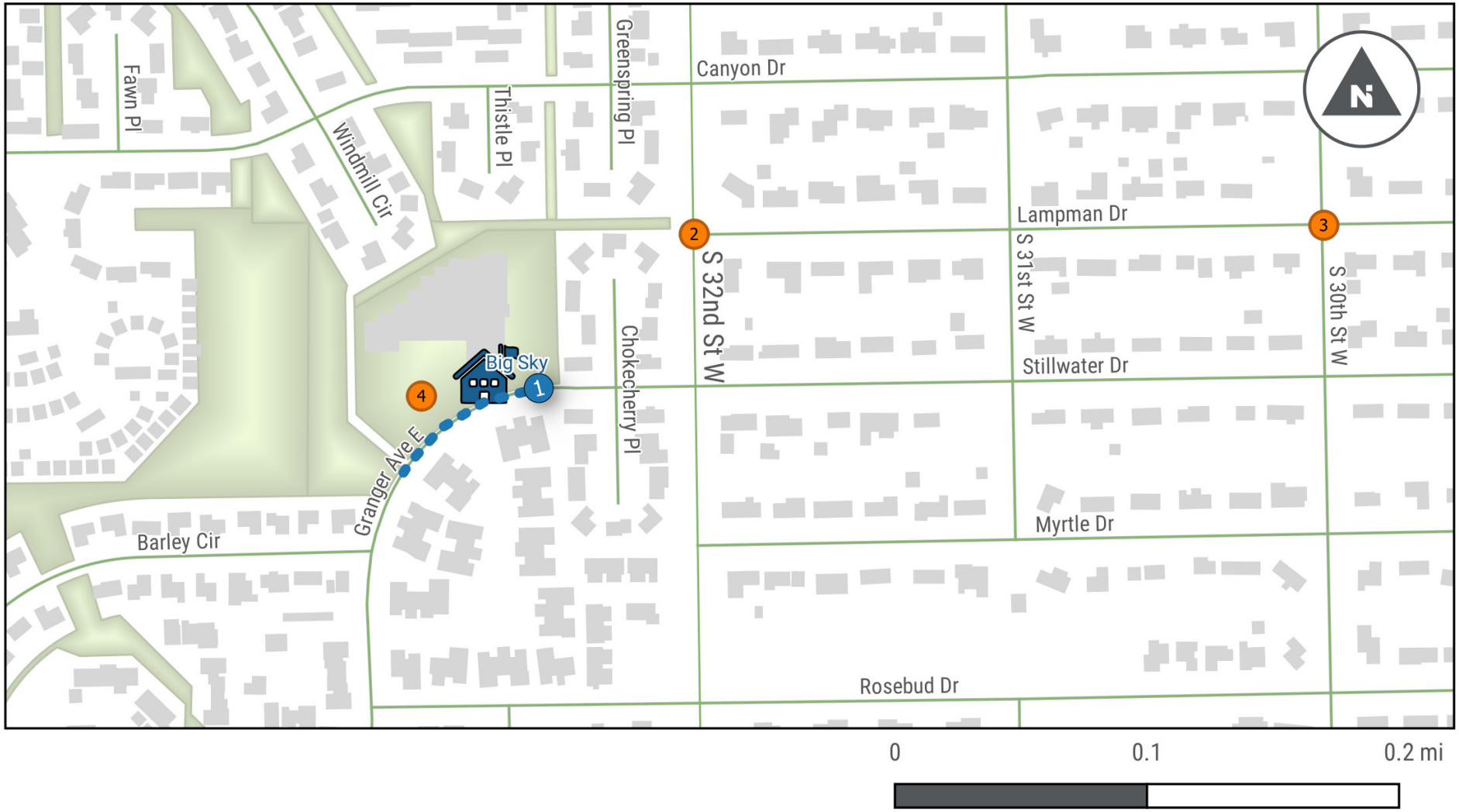
#	Location	Observations	Webmap Comments?
1	School frontage on Granger Ave E	• Many families parked on both sides of Grange Ave E to pick-up students. Some families walked with their students in the street during the busy dismissal time, and some families walked in between cars and the drainage ditch. Neither side of the street has sidewalks, exposing students and families to moving traffic. • With families parked on both sides of Grange Ave E, at the curve of the street, sightlines were significantly impacted. This created a pinch point and unsafe crossing situations for families and students. • A minor trailhead improvement is planned at this location for Granger Ave E, north of Barley Circle.	No
2	S 32nd St W and Lampman Dr	• Students and families crossed S 32nd St W at the marked crossing at Lampman Dr, where a crossing guard was present. Students were also seen crossing one block south, at Grange Ave E, with no crosswalk or crossing guard. • A future bike boulevard is planned for Lampman Dr.	Yes
3	King Ave and Meadowbrook Dr/Feather Pl	• Some students and families live south of King Ave in the Golden Meadows mobile home area. However, crossing King Ave W is difficult.	Yes
4	Bicycle Racks at Big Sky Elementary	• Existing bicycle racks were located near the playground. Additional racks were located nearby, but were empty, or were used to prop the storage shed door open.	No

Proposed Projects at Big Sky Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Front of school	Arrival/Dismissal Behavior	• Some families were observed parking on the non-school side and asking students to cross the street without an adult.	• Provide staff monitoring of arrival and dismissal, and communicate expectations for family vehicles at arrival and dismissal. • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. • Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings.
2	S 32nd St W and Lampman Dr	Crossing	• Students cross at an unmarked location.	• Refresh crosswalk markings and yield markings. • A crossing guard is posted at this intersection. Add a Rectangular Rapid Flashing Beacon to further improve the safety of the crossing. • Installing RRFB in 2022.
3	S 30th St W and Lampman Dr	Crossing	• Students cross at an unmarked location.	• Reduce effective turn radii at north, south, and east legs of the intersection or install curb extensions on all legs of the intersection. • Install new curb ramps that line up with crosswalks at all corners.
4	School playground area	Bicycle Parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Bitterroot Elementary

Existing Conditions

About the School	
Address	1801 Bench Blvd
Number of Students	Approximately 295
Percentage of Students Eligible for Free and Reduced Lunch	48%
Arrival / Dismissal Times	8:05 AM / 2:20 and 3:05 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Bench Blvd	• 5,500 (north of Wicks Ln) • 3,400 (north of Barrett Rd)
Wicks Ln	• 10,500 (west of Bench Blvd) • 4,000 (east of Bench Blvd)

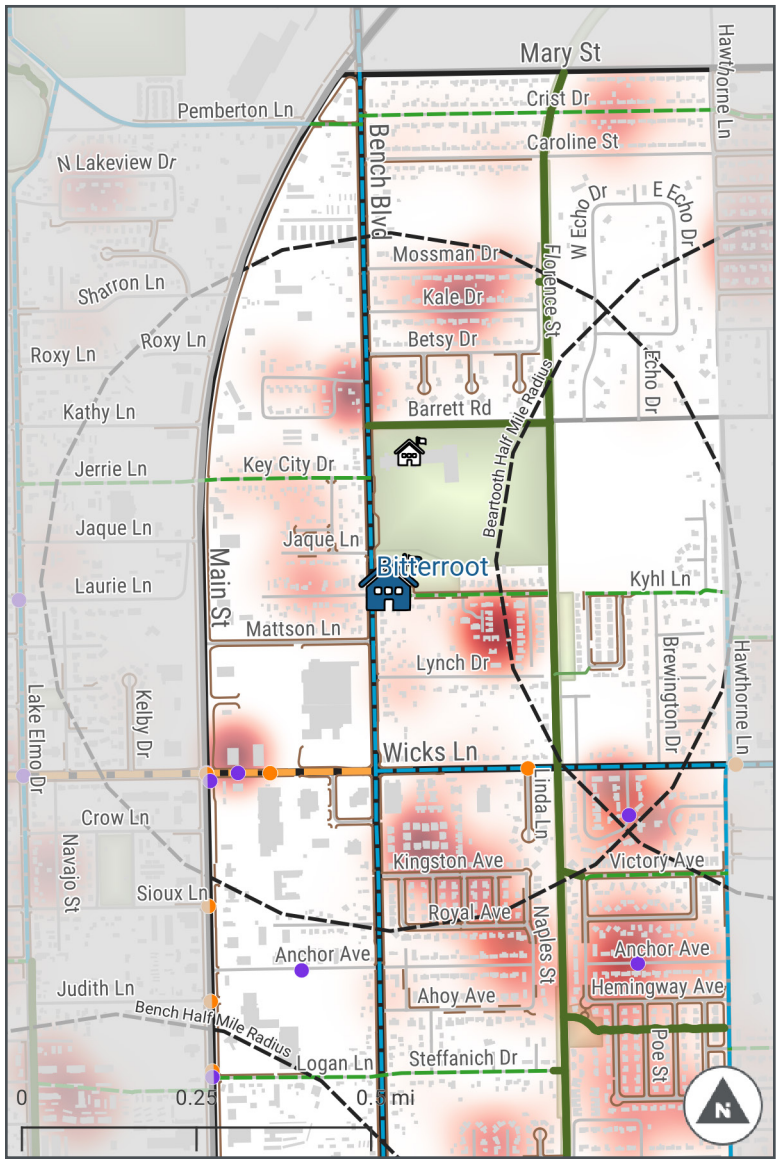
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Visionary Long Range Bikeway

Existing Conditions Map



Known Safety Concerns at Bitterroot Elementary

Source of Concern	Safety Concern or Comment
Principal	• Drop-off and pick-up area for parents along Bench Blvd was a concern due to high traffic volumes and students crossing at undesignated crosswalks. Parents parked across the street and waited for student to cross.
Webmap Survey	There were over 20 comments in the Bitterroot Elementary catchment area: • Many concerns about Barrett Rd and the lack of sidewalks and street lighting. Some comments regarding vehicular congestion at Bench Blvd and Barrett Rd. • Comments also noted the difficulty crossing Wicks Ln. • Concerns about sidewalk clearing and high traffic on Bench Blvd.
Crossing Guard	• Family vehicles make u-turns near the crossing guard crosswalk • Families ask students to cross the street without an adult all along Bench Blvd. • Some drivers/Turning drivers do not stop for crossing guard. • High speeds and/or high traffic volumes on Bench Blvd.
Safety Busing Concern	• No busing of any kind is provided.

Dismissal Observations

Observation Details	
Observation Date	**The consultant team observed dismissal on Monday, September 20.**
School Bus Loading	• School buses lined up along the school-side of Bench Blvd.
Family Vehicles	• At the first dismissal, families waited for students on the westside of the building on school property to walk them to the car. Family drivers parked on the street to pick up directly at the school entrance or in the angled parking. • Second dismissal aligned with the Medicine Crow Middle School dismissal, increasing the number of cars on the west side of Bench Blvd and increasing the number of students crossing (either at the crosswalk or not). • For both dismissal periods, a few families would park on Kyhl Ln. School has explicitly said to not do this.
School Staff Roles	• A few school staff were present, supervising students on the playground.
Adult Crossing Guards	• A school crossing guard is posted at Bench Blvd and the midblock crossing north of Kyhl Ln/Lambrecht Ln. • Missing crossing guard due to labor shortages at Bench Blvd and Barrett Rd.
Students Walking and Biking	• Few students were observed walking or biking. A handful of students walked or biked east to the Heritage Trail/Kiwanis Trail.

Priority Concerns at Bitterroot Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

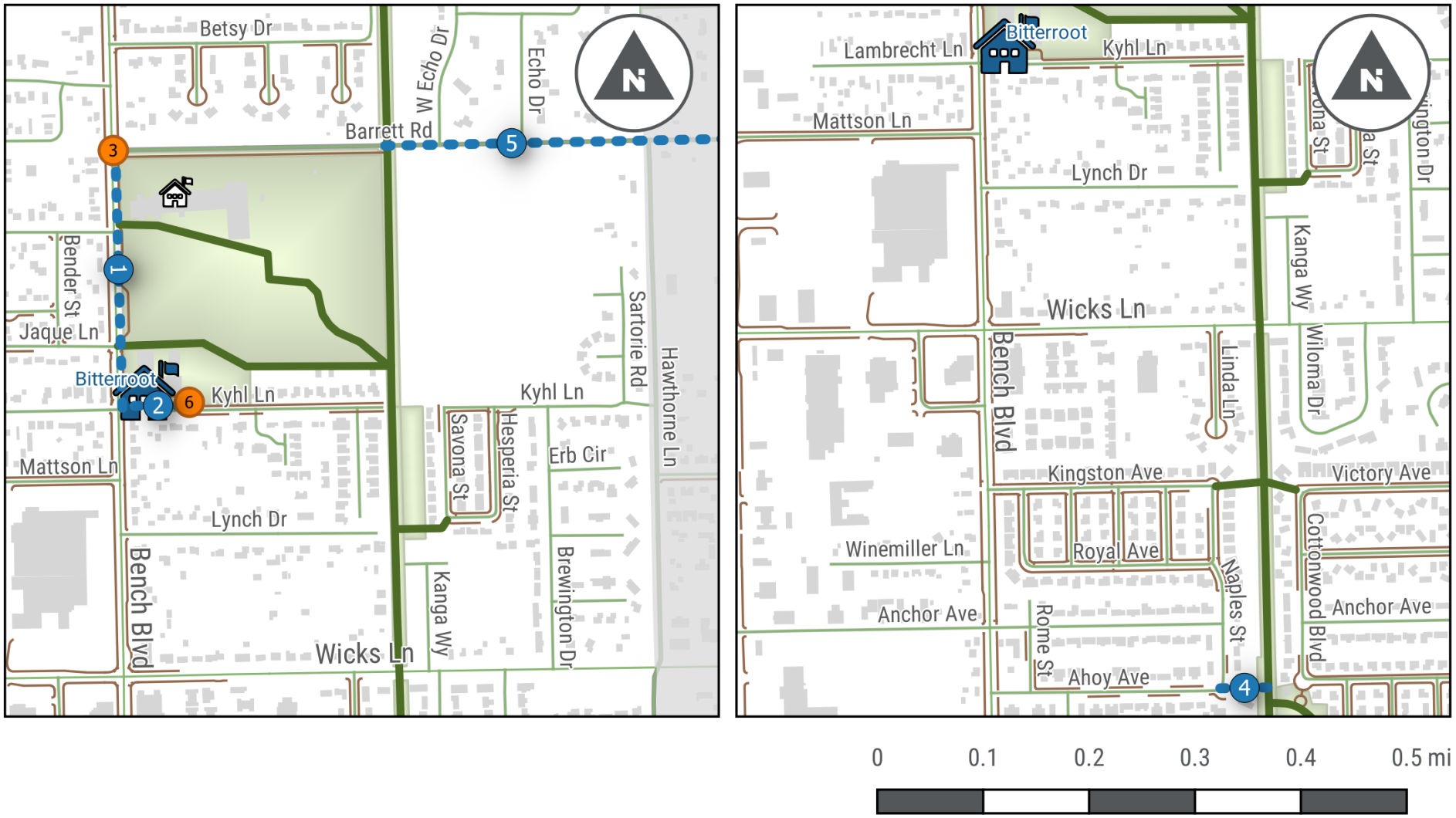
#	Location	Observations	Webmap Comments?
1	Bench Blvd from Kyhl Ln to Barrett Rd	• ADT on Bench Blvd is 7,090 just north of Wicks and 4,280 just north of Barrett • Some families were observed parking on the non-school side and asking middle school students to cross the street without an adult.	Yes
2	Kyhl Ln in front of school	• Drainage issues and walking infrastructure concerns were observed in front of the school. • There is no sidewalk on the north side of Kyhl Ln, along the parking median. • A future neighborhood bikeway is planned for Kyhl Ln from Bench Blvd to the Heritage Trail/Kiwanis Trail.	No
3	Barrett Rd and Bench Blvd	• During dismissal, students crossed Barrett Rd along Bench Blvd. • This intersection has significant vehicle congestion at arrival and dismissal due to the proximity of the two schools.	Yes
4	Heritage Trail/Kiwanis Trail	• The Kiwanis Trail offers a great off-street walking and biking connection; however it appears to be underutilized by students and families at both Bitterroot and Medicine Crow. • Neighborhood sidewalk connections to the Heritage Trail/Kiwanis Trail were lacking. • Many students live south of the school near the trail.	Yes
5	Southwest corner of school blacktop	• Existing bicycle racks were located on the blacktop adjacent to Kyhl Ln. Bike parking was a third- to a half-full.	No

Proposed Projects at Bitterroot Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Bench Blvd from Kyhl Ln to Barrett Rd	Arrival/Dismissal Behavior	• Some families were observed parking on the non-school side and asking students to cross the street without an adult. • ADT on Bench Blvd is 7,090 just north of Wicks and 4,280 just north of Barrett.	• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. • Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. Develop a school drop off/pick up plan that can be shared with Bitterroot and Medicine Crow families. Communicate expected drop off and pick up procedures to families via email, text, windshield flyers, and backpack mail. • Reduce travel lane widths to install bike lanes and slow traffic on Bench Blvd. • A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
2	Kyhl Ln in front of school	Sidewalk	• Drainage issues and walking infrastructure concerns were observed in front of the school. There is no sidewalk on the north side of Kyhl Ln, along the parking median.	• Construct sidewalk in front of the school along the parking median.
3	Barrett Rd and Bench Blvd	Crossing	• During dismissal, students crossed Barrett Rd along Bench Blvd. This intersection has significant vehicle congestion at arrival and dismissal due to the proximity of the two schools.	• Install curb extensions to shorten pedestrian crossing distance and improve visibility of pedestrians.
4	Heritage/Kiwanis Trail at Ahoy Avenue and Naples Street	Trail Connections	• Neighborhood sidewalk connections to the Heritage Trail/Kiwanis Trail were lacking. • Many students live south of the school near the trail.	• Recommend building a sidewalk and neighborhood street access connections along the Heritage/Kiwanis Trail, with accompanying wayfinding. • Organize a walk/bike to school event (such as a weekly walking school bus or a walk to school day) from Walden Grove Park to one or both schools.
5	Barrett Rd from Kiwanis Trail to Columbine Dr	Sidewalk/Sidepath	• Currently no sidewalk that allows separated facilities for walking and biking along Barrett Rd.	• Install new sidewalk or trail along south side of Barrett Rd.
6	Southwest corner of school blacktop	Bicycle Parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)

Proposed Projects Map



Boulder Elementary

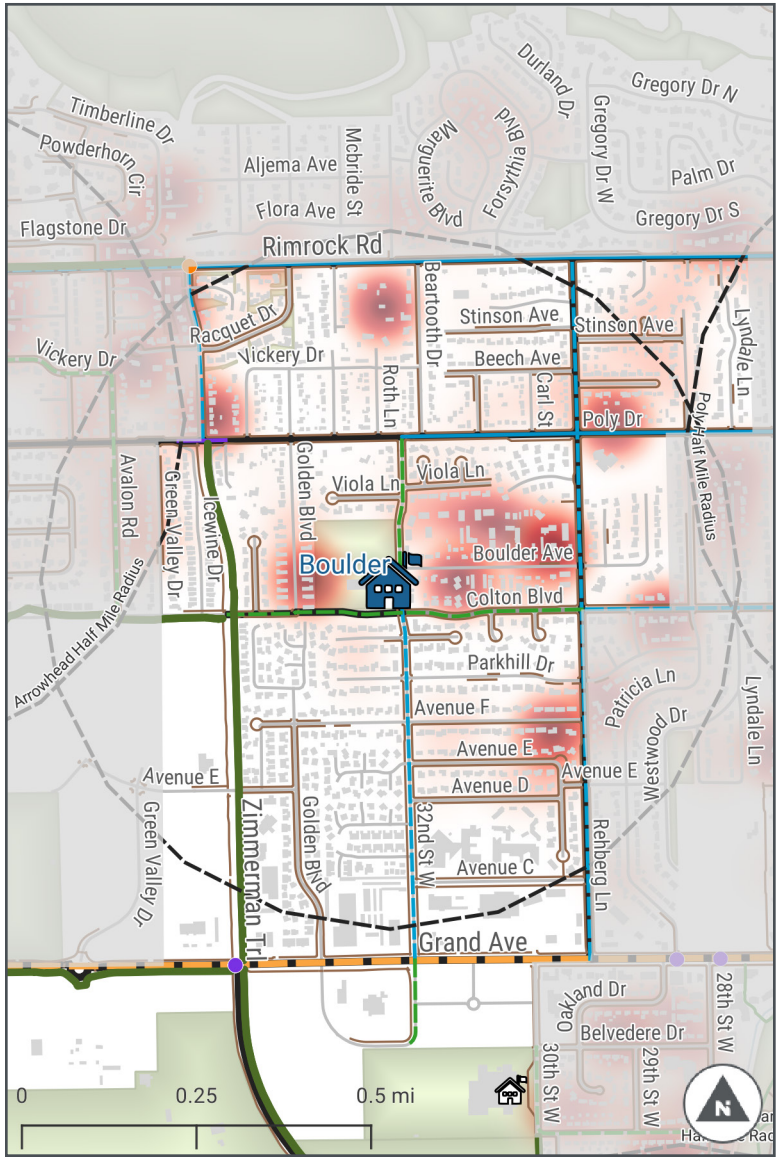
Existing Conditions

About the School	
Address	2202 32nd St W, Billings, MT 59102
Number of Students	Approximately 500
Percentage of Students Eligible for Free and Reduced Lunch	13%
Arrival / Dismissal Times	8:00 and 8:20 AM / 2:20 and 3:00 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Poly Drive	• 4,700 (west of Rehberg Ln) • 5,000 (east of Rehberg Ln)
Colton Boulevard	2,800
Grand Avenue	• 13,200 (west of Rehberg Ln) to • 16,000 (east of Rehberg Ln)
Rehberg Lane	• 2,600 (north of Cotton Blvd) • 5,300 (south of Cotton Blvd)

[c]*Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Existing Shared Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

Known Safety Concerns at Boulder Elementary

Source of Concern	Safety Concern or Comment
Principal	• No significant safety concerns.
Webmap Survey	There are approximately 10 comments in the Boulder Elementary catchment area: • Gate prohibiting people walking and biking on trail connection to Zimmerman Trail. • Speeding traffic on Poly Dr is a concern, especially at the 32nd St W intersection and the lack of a crossing guard. • Speeding traffic and lack of street lighting create dangerous conditions to walk and bike. • Canal path. • Sidewalk conditions.
Crossing Guard	• Family vehicles make u-turns near the crossing guard crosswalk. • Some drivers/Turning drivers do not stop for crossing guard.
Safety Busing	• No safety busing is provided.

Dismissal Observations

Observation Details	
Observation Date	**The consultant team observed dismissal on Thursday, September 23.**
School Bus Loading	• School buses lined up along side of the school on Colton Blvd inside of school limits. Buses enter a gate area protected with fences with gates for kids entering the buses according to grades.
Before/Aftercare Vans	• Before/aftercare vans picked up students in front of school at 32nd Ave W.
Family Vehicles	• For first and second dismissal, families in vehicles picked up students from the front of the building. Family drivers either stay in the vehicle and queue to pick up directly at the school entrance, or park in perpendicular streets (Boulder Ave and Colton Blvd) and walk to the school entrance.
School Staff Roles	• School staff loaded students onto the correct buses. • School staff were present supervising students on the playground and outside the front door.
Adult Crossing Guards	• A school crossing guard is posted in front on the school crossing at Boulder Ave. • School crossing guard recently quit at Poly Dr and 32nd St W.
Bike Rack Locations and Use	• There are two bike racks around the school, located at 32nd St W in front of the school and south side of the school near Colton Blvd. • Most of the bicycles were parked at 32nd St W.
Students Walking and Biking	• Few students were observed walking and biking.

Priority Concerns at Boulder Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

#	Location	Observations	Webmap Comments?
1	Poly Dr	• Poly Dr has higher traffic volumes and speeds than would be preferred for a student crossing location. • Crossings of Poly Dr and 32nd St W are uncomfortable because crossing distances are long, and pedestrians have no median crossing islands. • Some students cross the street at this location. This intersection used to have a crossing guard, but the guard quit just prior to observation. The consultant team observed that drivers don't always yield to pedestrians in the crosswalk. • Sidewalks are in poor conditions and there are permanent obstructions, including cracks, breakings, and mailboxes. • Existing bike lane on Poly Dr.	Yes
2	Boulder Ave	• Missing sidewalks on the south side sides of the street. • Families park and walk to pick up their students.	No

3	Colton Blvd	• Colton Blvd between 32nd St and Golden Blvd, which directly borders the school to the south, is gated and locked except for when busses arrive. This is a key connector to students who live west of school.
		• Bus arrival/dismissal with open gates for each bus.
		• The Billings Area Bikeway and Trails Master plan includes the following projects on Colton Blvd.:
		  • A neighborhood bikeway on Colton Blvd from Zimmerman Trail to Rehberg Ln.
		  • A bike lane from Rehberg Ln to 17th St W.
		  • Spot improvements at intersections of Zimmerman Trail, 32nd St W and Rehberg Ln.
		  • Major trailhead improvements for Colton Blvd and 38th St W.
			Yes

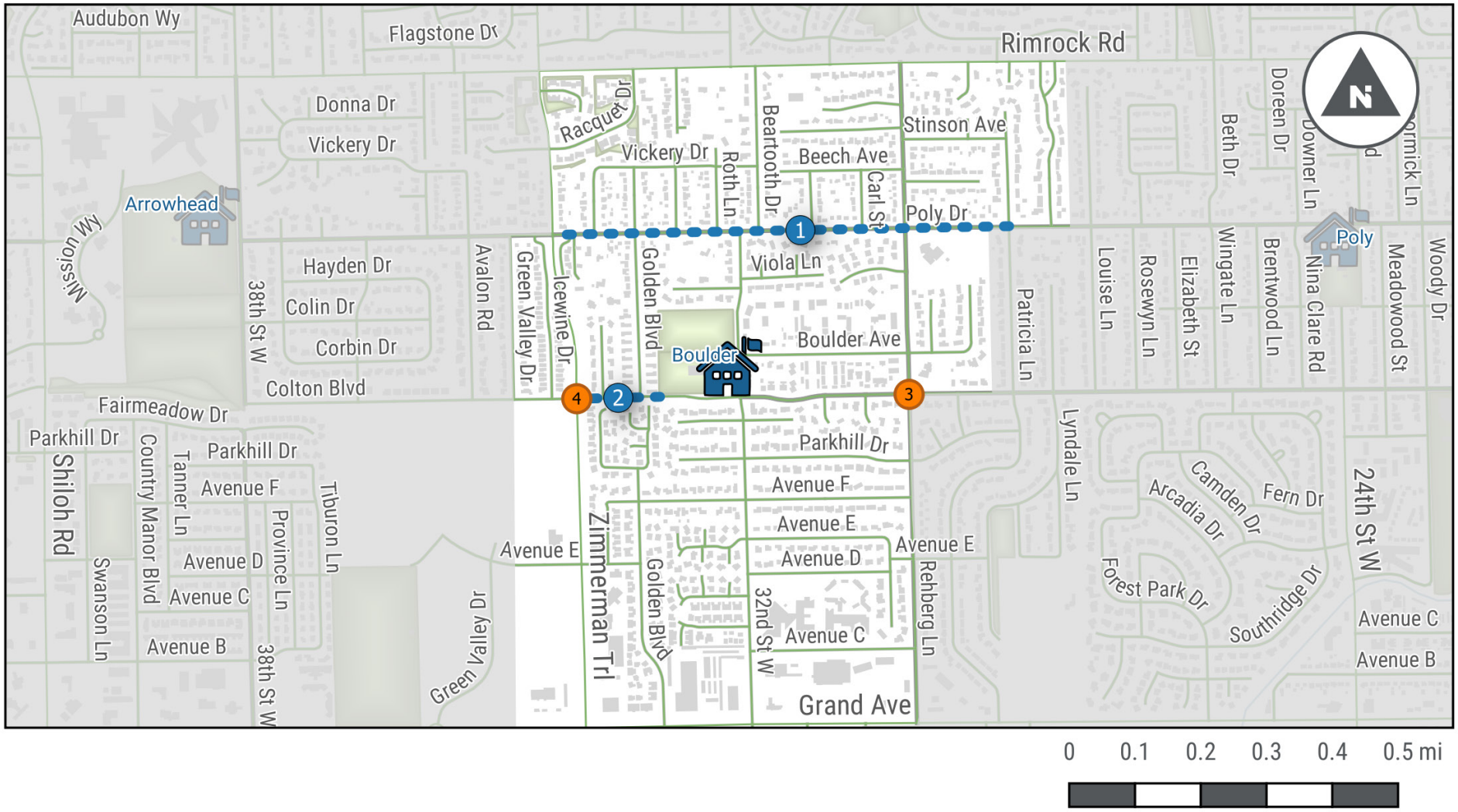
4	Zimmerman Trail	• Crossing distances are long and, although there are medians, they do not extend through the crosswalks and are not designed to be used as median crossing islands.	No
5	32nd St W	• Sidewalks measure less than the recommended width of 5' and have inadequate buffer. • Families parking in prohibited parking zone. Some families complained about the parking regulation. • Second crosswalk is a block apart front of the school. • 32nd St W is recommended to be a neighborhood bikeway from Poly Dr to Colton Blvd, and a bike lane from Colton Blvd to Grand Ave in the Billings Area Bikeway and Trails Master Plan.	Yes
6	Rehberg Ln	• Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Rehberg Ln is recommended to be a bike lane in the Billings Area Bikeway and Trails Master Plan.	Yes

Proposed Projects at Boulder Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Poly Dr	Speeding	• Vehicles appear to exceed the posted speed limit during school arrival and dismissal times.	• Install driver speed feedback sign on both approaches to Poly Dr at 32nd St. • Install curb extensions at 32nd and school flashing beacon. • Installing RRFB in 2022.
2	Colton Blvd	Connectivity	• Private development fencing restricts access of students to school.	• Build a path from where the sidewalk ends on Aronson to the cul-de-sac on Quiet Water Ave on City owned land. • Work with property owners to discuss easement and access possibilities.
3	Rehberg Ln and Colton Blvd	Crossing	• Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.	• Install curb extensions to shorten crossing distance.
4	Zimmerman Trail	Crossing	• Some students cross the street at this intersection, and drivers don't always yield to pedestrians in the crosswalk.	• Install high-visibility crosswalk • Install curb extensions, pedestrian refuge island, and rectangular rapid-flashing beacon or pedestrian hybrid beacon. • Installing RRFB in 2022.

Proposed Projects Map



Broadwater Elementary

Existing Conditions

About the School	
Address	415 Broadwater Ave
Number of Students	325
Percentage of Students Eligible for Free and Reduced Lunch	56%
Arrival / Dismissal Times	8:15 AM / 2:10 and 2:50 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Broadwater Ave	13,500
5th St	• 6,000 (north of Broadwater Ave) • 4,200 (south of Broadwater Ave)
6th St	8,500
Lewis Ave	3,300
7th St	5,300
8th St	5,100

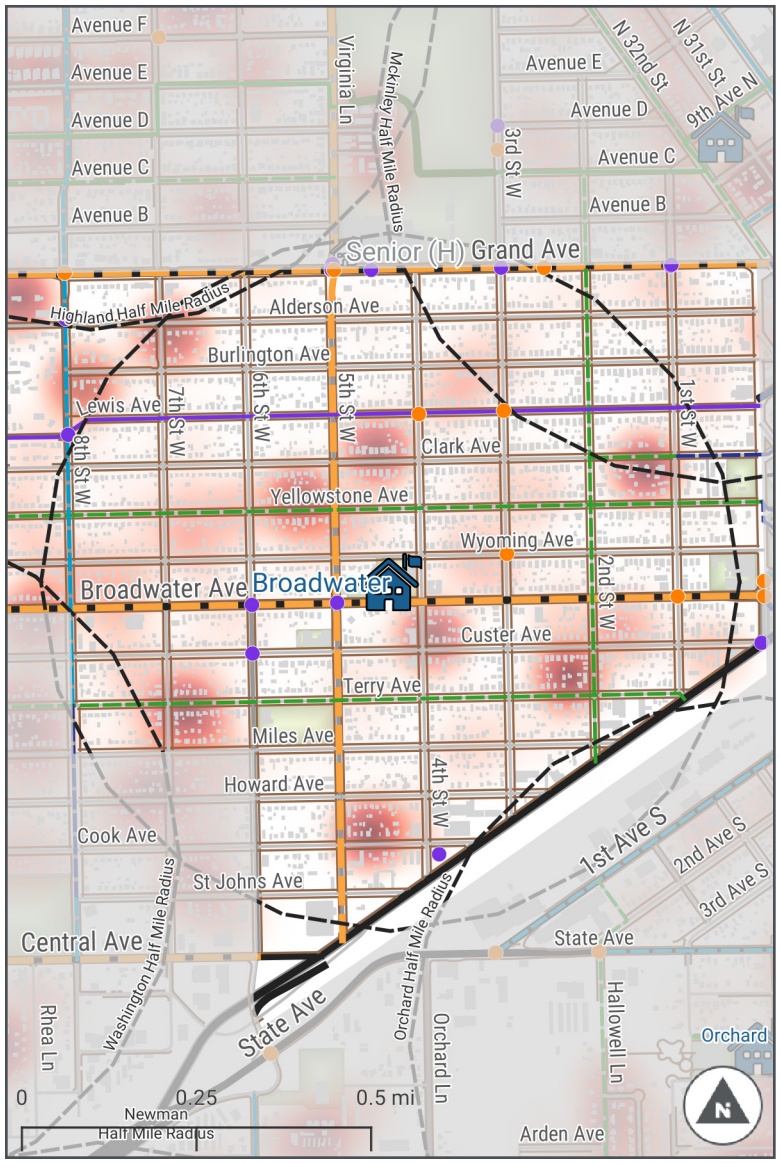
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Shared Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Buffered Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

Existing Conditions Map



Known Safety Concerns at Broadwater Elementary

Source of Concern	Safety Concern or Comment
Principal	• Drop-off and pick-up are chaotic, mostly between Broadwater Ave and Wyoming Ave on 4th St W. • Crossing Broadwater Ave is risky. There is only one crossing guard at the intersection of Broadwater Ave and 5th St W not at 4th St W where some students (not many) sometimes try to cross.
Webmap Survey	There are approximately 15 comments in the Broadwater Elementary catchment area: • Concerns of speeding traffic and crossings on Lewis Ave. • Other comments noted fast traffic on 3rd St W and 1st St W. • Comments showed support for Alderson Ave and Yellowstone Ave as bike routes. • Concerns about Lewis Ave at 8th St and 4th St. • Some additional comments pertained to safety at Senior High School, including a pedestrian crossing at 4th St W and Grand Ave.
Crossing Guard	At Broadwater Ave and 5th St W: • Drivers turning on red do not see kids/guard. • Speeding in the morning and running the red light. At 4th St W and Wyoming Ave: • Arrival and dismissal are usually a mess – too many people, vehicles, and buses packed into one block on 4th between Wyoming and Broadwater. • High school students speeding down 4th St W in the morning on their way to school.
Safety Busing	• No safety busing is provided.

Dismissal Observations

Observation Details	
Observation Date	**The consultant team observed dismissal on Tuesday, September 21.**
School Bus Loading	• School buses line up along 4th St between Wyoming Ave and Broadwater Ave.
Before/Aftercare Vans	• Before/Aftercare vans park along 4th St between Wyoming Ave and Broadwater Ave.
Family Vehicles	• At dismissal, families park on neighborhood streets (primarily Wyoming Ave north of the school property) and then walk to the front or the side of the school to meet their children. • At dismissal, families can also park in the church parking lot to the east of the school and cross 4th St to meet their children. They are supposed to cross at 4th St W and Broadwater Ave, but often cross mid-block at the parking lot driveway.
School Staff Roles	• School staff have "door duty" near the doors by the buses, but do not have specific direction.
Adult Crossing Guards	A school crossing guard is posted at the following three locations: • 4th St. and Wyoming Ave • Broadwater Ave and 5th St W • 4th and Lewis Ave (AM only) • Principal noted that a guard was supposed to be located at Wyoming Ave and 5th St W, but no guard was there during the observation.
Bike Rack Locations and Use	• There are two bike racks around the school – one at Wyoming Ave near 4th St W, and the other on 4th St W at the school entrance, • Most of the bicycles were parked at the rack on 4th St W.
Students Walking and Biking	• Most of the student biking were traveling toward neighborhoods to the north of the school, either along 4th or east/west along Wyoming Ave. • Some students were observed leaving the school property at the SW campus entrance/exit fence gate and crossing at Broadwater St W and 5th St W.

Priority Concerns at Broadwater Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

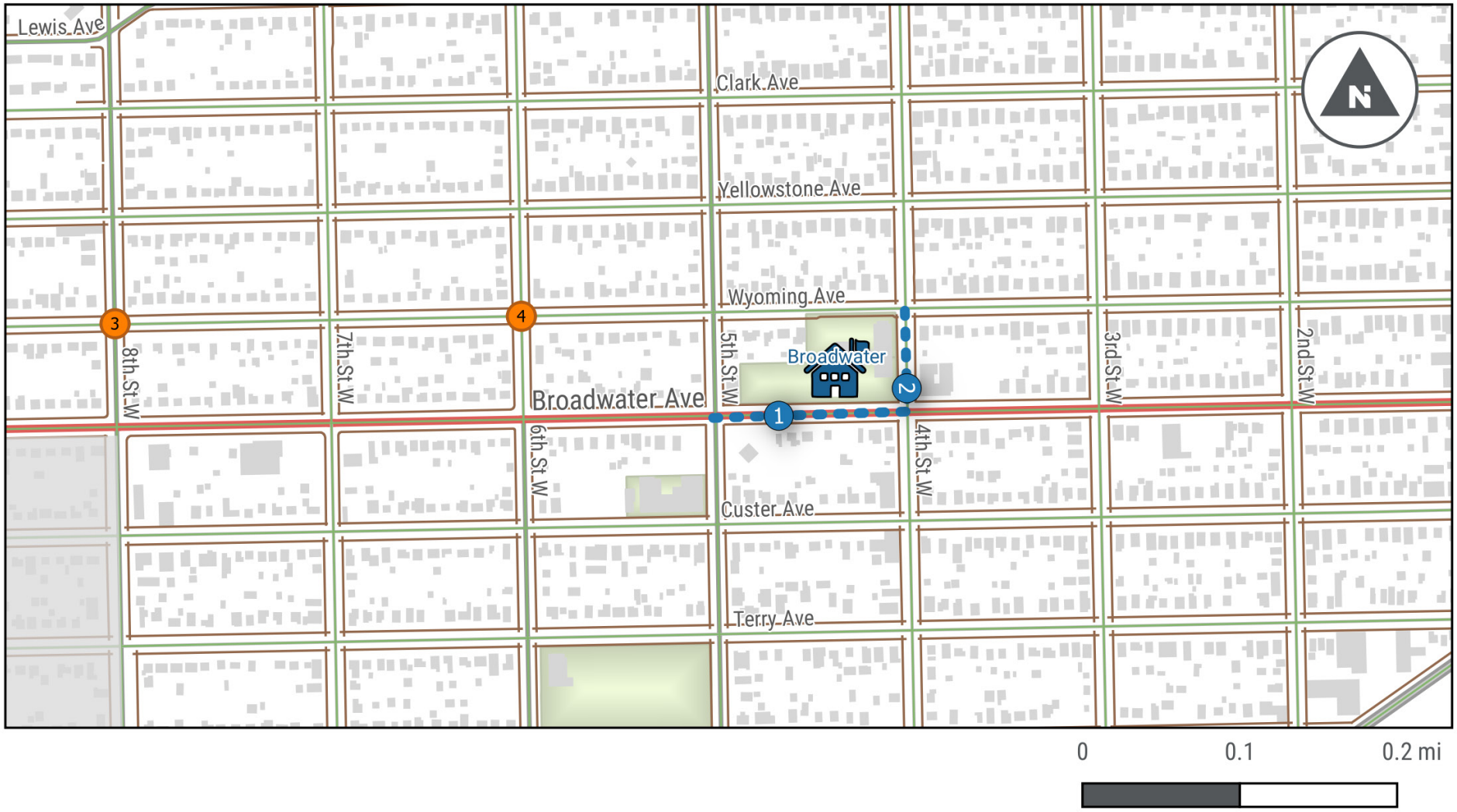
#	Location	Observations	Webmap Comments?
1	Broadwater Ave at 4th St W	• Broadwater Ave has higher traffic volumes and speeds than would be preferred for a road students walk along without a wide sidewalk. • The relatively wide street and/or multiple travel lanes encourages speeding. • Broadwater Ave and 4th St W is unsignalized, yet is a logical crossing for students heading to neighborhoods to the south. • Drivers take right turns on red while students are crossing. • The corners offer very little waiting space for groups of students (Broadwater Ave is all curbwalk).	No
2	Broadwater Ave and 5th St W	• Broadwater Ave has higher traffic volumes and speeds than would be preferred for a student crossing location. • The relatively wide street and/or multiple travel lanes encourages speeding.	No
3	4th St W between Broadwater Ave and Wyoming Ave	• This block serves too many functions during drop-off/pick-up, including bus parking, daycare parking, parent parking, parent and family crossing from the church parking lot to the east. • Drivers may take 4th St W to avoid the high traffic streets like 5th and 6th Sts W to get to the nearby high school (this is also a route to the high school, so there are student drivers).	Yes
4	4th St and Lewis Ave	• Lewis Ave has higher traffic volumes and speeds than would be preferred for a student crossing location	Yes
5	Broadwater Ave between 4th and 5th	• Narrow sidewalks with minimal buffer next to a busy, 4-lane arterial creates an uncomfortable walking/cycling environment.	No
6	Bicycle Racks at Broadwater	• There are two bike racks around the school – one at Wyoming Ave near 4th St W, and the other on 4th St W at the school entrance, • Most of the bicycles were parked at the rack on 4th St W.	No

Proposed Projects at Broadwater Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Broadwater Ave between 4th and 5th St W	Speeding	• The relatively wide street and/or multiple travel lanes encourage(s) speeding.	• Install driver speed feedback sign on both approaches to the (intersection, school, etc.). • Study further to find an infrastructure intervention to make crossing safer and more comfortable for school children and to deter speeding.
2	4th St W between Broadwater Ave and Wyoming Ave	Arrival/Dismissal Behavior	• Some families were observed parking on the non-school side/ double-parking/asking students to cross the street without an adult. • Vehicles were observed making u-turns in front of the school.	• Provide/continue staff monitoring of arrival and dismissal, and provide/continue communicating expectations for family vehicles at arrival and dismissal. • Close 4th St W between Wyoming and Broadwater to personal vehicles during drop-off and pick-up, only allowing busses. The closure would occur with temporary barricades only, and would begin as a pilot project to allow for evaluation. • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. • Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. • A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
3	Wyoming Ave at 8th St W	Crossing	• Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk. • Preference is for students to walk east/west on Wyoming instead of Broadwater.	• Install high-visibility crosswalk. • Add crossing guard to this location if crossing after crossing infrastructure is added. • Install curb extensions to shorten crossing distance.
4	Wyoming Ave at 6th St W	Crossing	• Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk. • Preference is for students to walk east/west on Wyoming instead of Broadwater.	• Install high-visibility crosswalk. • Add crossing guard to this location if crossing after crossing infrastructure is added. • Install curb extensions to shorten crossing distance.

Proposed Projects Map



Burlington Elementary

Existing Conditions

About the School	
Address	2135 Lewis Ave
Number of Students	Approximately 230
Percentage of Students Eligible for Free and Reduced Lunch	42%
Arrival / Dismissal Times	7:45 and 8:25 AM / 2:25 and 3:15 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Grand Ave	• 16,000 (between Rehberg Ln and 24th St W) • 14,100 (between 24th St W and 19th St W) • 17,000 (between 19th St W and 17th St W)
Lewis Ave	• 4,800 (west of 19th Street W) • 3,300 (east of 19th Street W)
Broadwater Ave	• 9,400 (between Vermillion Dr and 24th St W) • 11,700 (between 24th St W and 19th St W) • 12,900 (between 19th St W and 16th St W)
24th St W	• 17,300 (north of Lewis Ave) • 15,600 (south of Lewis Ave)
19th Ave	• 6,200 (between Grand Ave and Broadwater Ave)

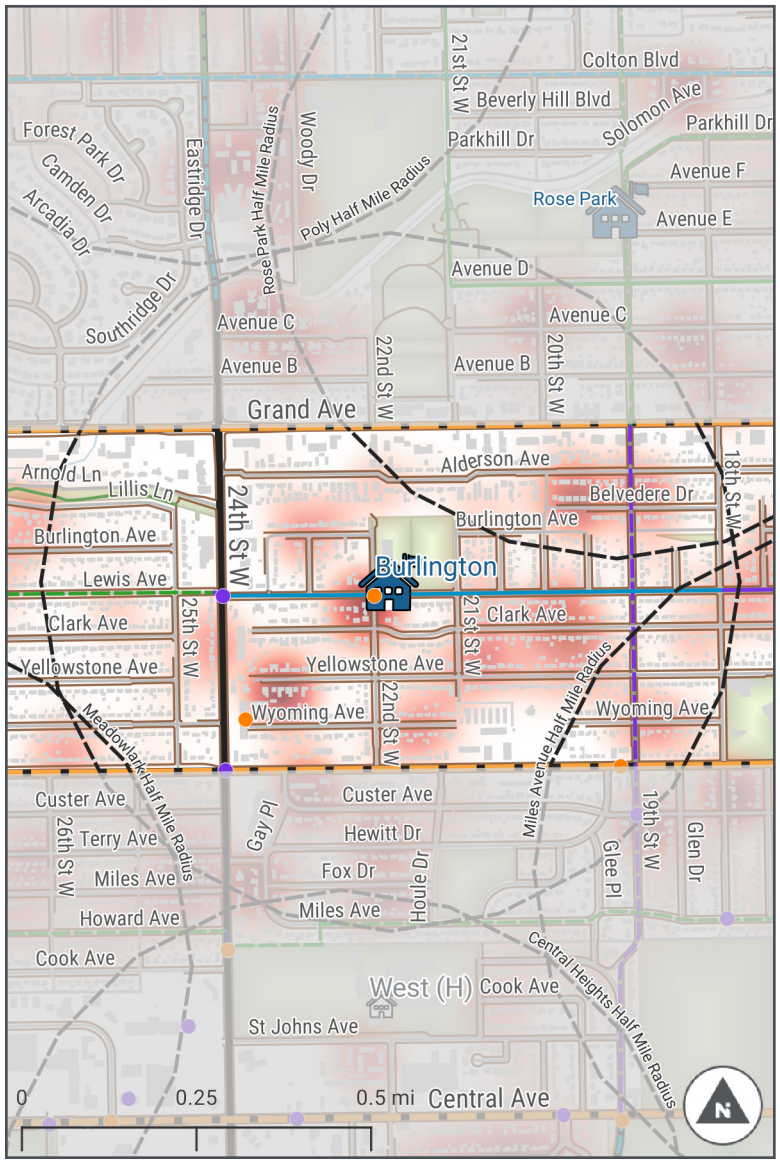
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Existing Shared Lane
Sidewalk
Neighborhood Bikeway

Proposed
Neighborhood Bikeway
Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

Existing Conditions Map



Known Safety Concerns at Burlington Elementary

Source of Concern	Safety Concern or Comment
Principal	• Lewis Ave has high traffic volumes and high speeds.
Webmap Survey	There are approximately 10 comments in the Burlington Ave catchment area. • 24th St is difficult to cross. • Lewis Ave is high traffic. • Crossing 24th St at Arnold Ln. • 24th St and Lewis is a difficult intersection to cross. • Snow plowing on 22nd makes crossings and drop-off difficult.
Crossing Guard	• Family vehicles make u-turns near the crossing guard crosswalk. • Families ask students to cross the street without an adult in front of the school. • Some drivers do not stop for crossing guard. • High speeds and high traffic volumes on Lewis Ave.
Safety Busing	• No safety busing is provided.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Tuesday, September 21.**
School Bus Loading	• School buses lined up along the middle sidewalk at 22nd St W in front of the school.
Before/Aftercare Vans	• No before/aftercare vans were observed.
Family Vehicles	• Families dropped off students in front of the school on Lewis Ave or dropped off near the crossing guard so students crossed the street with the crossing guard at 22nd Ave W.
School Staff Roles	• No school staff were involved during the arrival period.
Adult Crossing Guards	• Two school crossing guards are posted at 22nd Ave W and 24th Ave W.
Bike Rack Locations and Use	• There is one bike rack located on 22nd Ave in front of the school. The rack was moderately full.
Students Walking and Biking	• Some students were observed walking and biking.

Priority Concerns at Burlington Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

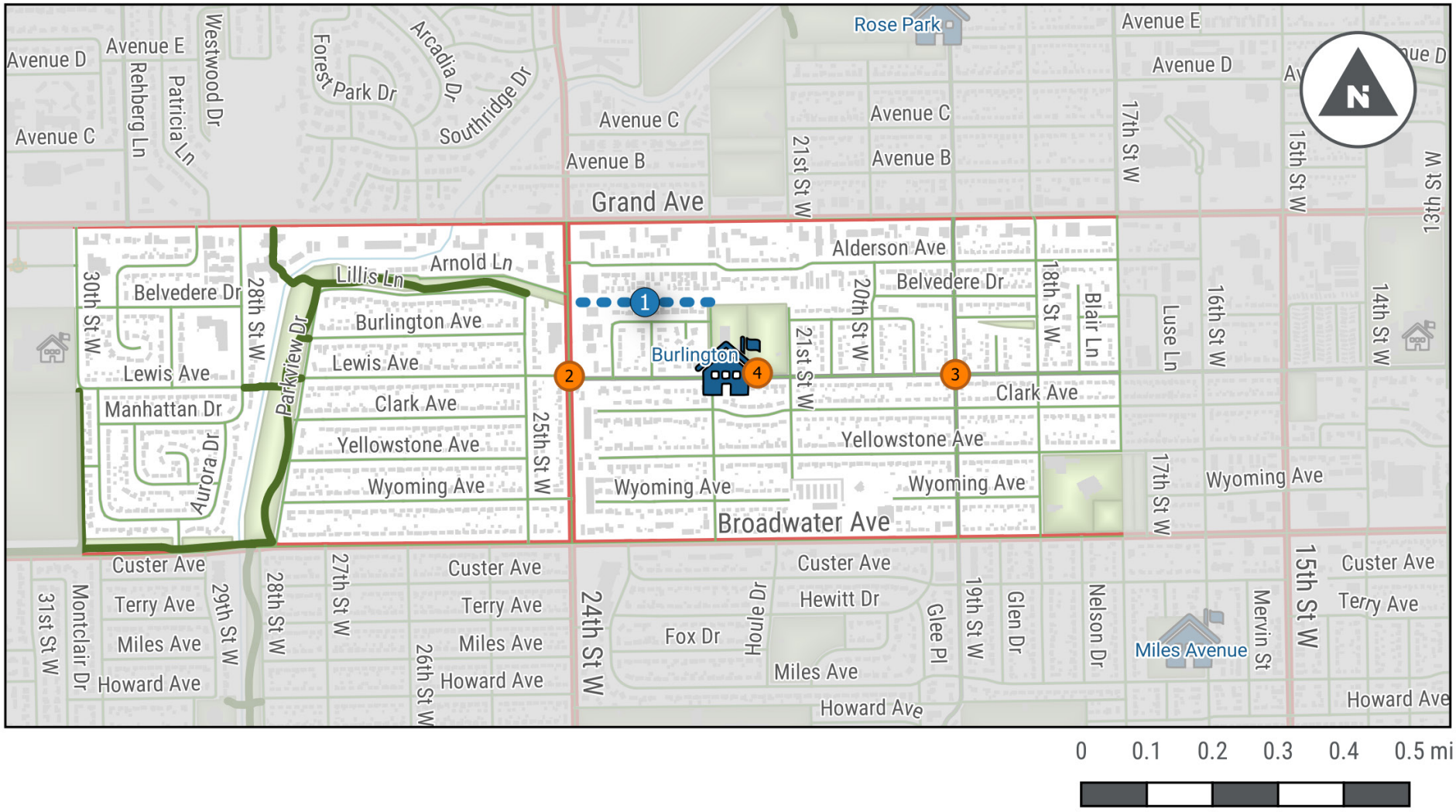
#	Location	Observations	Webmap Comments?
1	Belvedere Dr	• Missing sidewalks present a barrier to walking and bicycling to school. • Sidewalks throughout the neighborhood need repair or replacement to provide a safe pedestrian route for all users. Some existing sidewalks measure less than the recommended width of 5'. Curb ramps are missing throughout the neighborhood.	No
2	Arnold Ln	• Unpaved streets and missing sidewalks throughout the neighborhood present a barrier to walking and bicycling to school. There is an existing shared use path from Parkview Dr to 24th St W. Providing a crossing at 24th St W and Arnold Ln could unlock access to neighborhoods west of 24th St. • Arnold Ln is recommended to be a shared use path from 24th St W to 18th St W, and recommended to have a spot improvement at Arnold Ln and 24th Ave St W in the Billings Area Bikeway and Trails Master Plan.	Yes
3	Lewis Ave	• Lewis Ave has higher traffic volumes and speeds than would be preferred for a student crossing location. • Some families were observed parking on the non-school side. Students understood to cross at 22nd St with the crossing guard. • Sidewalks throughout the neighborhood need repair or replacement to provide a safe pedestrian route for all users. Some existing sidewalks measure less than the recommended width of 5'. Curb ramps are missing throughout the neighborhood. Vegetation, posts, and mailboxes in the sidewalk further impede users. • A directional curb ramp is missing on the southwest corner of Lewis Ave and 21st St W. • Vegetation and trees cover the school sign, reducing visibility. • Lewis Ave has an existing bike lane. • Lewis Ave and 24th St W is recommended to be a spot improvement in the Billings Area Bikeway and Trails Master Plan.	Yes
4	Clark Ave	• There are no curb ramps at Clark Ave and 22nd St W, even though there are sidewalks.	No
5	Yellowstone Ave	• There are no curb cuts at Yellowstone Ave and 21st St W, even though there are sidewalks. • Sidewalks measure less than the recommended width of 5'.	Yes
6	Broadwater Ave	• Broadwater Ave is recommended to be a visionary long-range bikeway in the Billings Area Bikeway and Trails Master Plan.	No
7	24th St W	• 24th St W has higher traffic volumes and speeds than would be preferred for a student crossing location. • Crossing distances across 24th St are long and there are no median crossing islands for pedestrians. • Crossings are uncomfortable because of wide corner radii, encouraging fast vehicular turns. • The utility box on the northeast corner of 24th St and Lewis Ave blocks the sight vision of vehicles, causing visibility issues.	Yes
8	22nd St W	• Some families were observed parking on the non-school side and making u-turns in front of the school. • Narrow sidewalks create an uncomfortable walking environment. • There are no marked crossings at 22nd St W and Burlington Ave. • Curb ramps are missing at 22nd St W and Burlington Ave. • Bicycle racks are located on the southwest corner of the school; a few bicycles were parked the day of observation.	Yes
9	19th St W	• Sidewalks measure less than the recommended width of 5'. Posts and mailboxes in the sidewalk further impede users. • The principal mentioned the need for a crossing guard at the intersection of 19 St W and Lewis Ave.	No
10	17th St W	• 17th A St W is recommended to be a visionary long-range bikeway from Colton Boulevard to Alderson Ave, and a future neighborhood bikeway is recommended from Alderson Ave to Yellowstone Ave in the Billings Area Bikeway and Trails Master Plan.	No

Proposed Projects at Burlington Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Belvedere Dr	Trail/path	• Connections to the Arnold shared use path from Burlington Elementary are limiting.	• Install a shared use path parallel to the Arnold drain from Burlington Elementary to 24th St W. Add treatments that prohibit vehicular driving on the path. Check public ROW ownership for lot south of the Montana Rescue Mission West End Bargain Center.
2	24th St W and Lewis	Crossing	• Crossing is uncomfortable because of wide corner radii, which encourages fast vehicular turns.	• Study further to find an infrastructure intervention that deters speeding and makes crossing safer and more comfortable for school children.
3	19th St and Lewis Ave	Crossing	• No crosswalk is marked on all intersection legs.	• Add a high-visibility crosswalk on all legs of the intersection.
4	Bicycle racks	Bicycle parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Central Heights Elementary

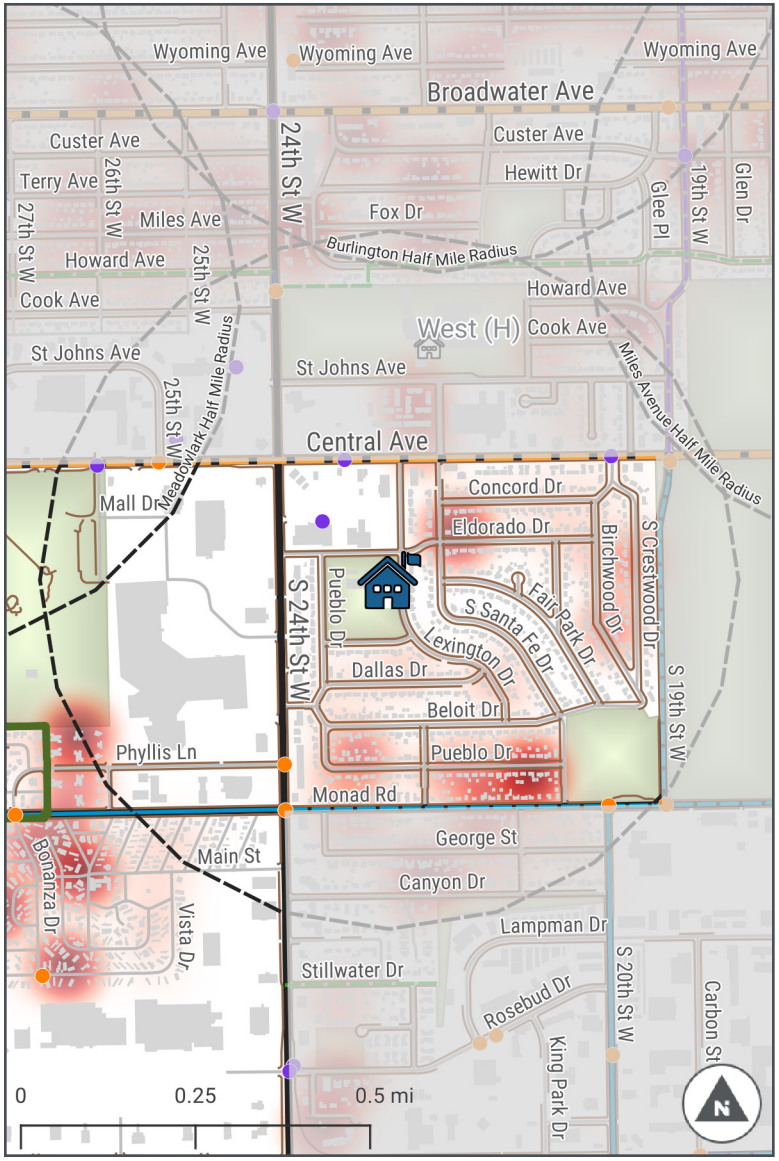
Existing Conditions

About the School	
Address	120 Lexington Dr, Billings, MT 59102
Number of Students	Approximately 305
Percentage of Students Eligible for Free and Reduced Lunch	42%
Arrival / Dismissal Times	7:45 AM / 2:25 and 3:05 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Central Ave	• 17,400 (west of 24th St W) • 13,400 (east of 24th St W)
Monad Rd	7,700
24th St W	• 24,800 (north of Monad Rd) • 17,800 (east of Monad Rd)

[c]*Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Buffered Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

Known Safety Concerns at Central Heights Elementary

Source of Concern	Safety Concern or Comment
Principal	• Concerned with offenders. Principal has no information but said that families are concerned. • Street network is confusing surrounding the school area. • Concerned with morning rush and high-speed vehicles. • Principal doesn't encourage lower grades to walk to school. The only exception is if they are with families.
Webmap Survey	There are approximately three comments in the Central Heights Elementary catchment area: • Speeding traffic on 24th St and Central Ave. • Dangerous walking conditions on Central Ave.
Crossing Guard	• Some drivers/turning drivers do not stop for crossing guard. • High speeds and/or high traffic volumes on Lexington Dr and Eldorado Dr.
Safety Busing	• The school district provides safety busing for students that live west of S 24th St W.

Dismissal Observations

Observation Details	
Observation Date	**The consultant team observed dismissal on Tuesday, September 21.**
School Bus Loading	• School buses lined up along the Pueblo Dr.
Before/Aftercare Vans	• Before/aftercare vans picked up students at Pueblo Dr.
Family Vehicles	• At the first dismissal, grades K-2, families in vehicles picked up students at Alamo Dr south of the building or on Lexington Dr, and 3rd grades on Pueblo Dr. Family drivers either stayed in the vehicle and queued to pick up directly at the school entrance, or parked in the parking lot and walked to the school entrances. • At the second dismissal, grades 4-5, families in vehicles picked up students at Pueblo Dr west of the building. Family drivers either stayed in the vehicle and queued to pick up directly at the school entrance, or parked in the parking lot and walk to the school entrances.
School Staff Roles	• School staff were present to help students onto the correct buses. • School staff were present supervising students on the playground and outside the front door.
Adult Crossing Guards	• A school crossing guard for the first dismissal is posted at the midblock crossing on Lexington Dr and at the midblock crossing on Alamo Dr. • One crossing guard transitions to the intersection of Eldorado Dr and Pueblo Dr for the second dismissal.
Bike Rack Locations and Use	• There are two bike racks around the school, located in front of the school at Lexington Dr and back of the school near Pueblo Dr.
Students Walking and Biking	• Few students were observed walking and biking.

Priority Concerns at Central Heights Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

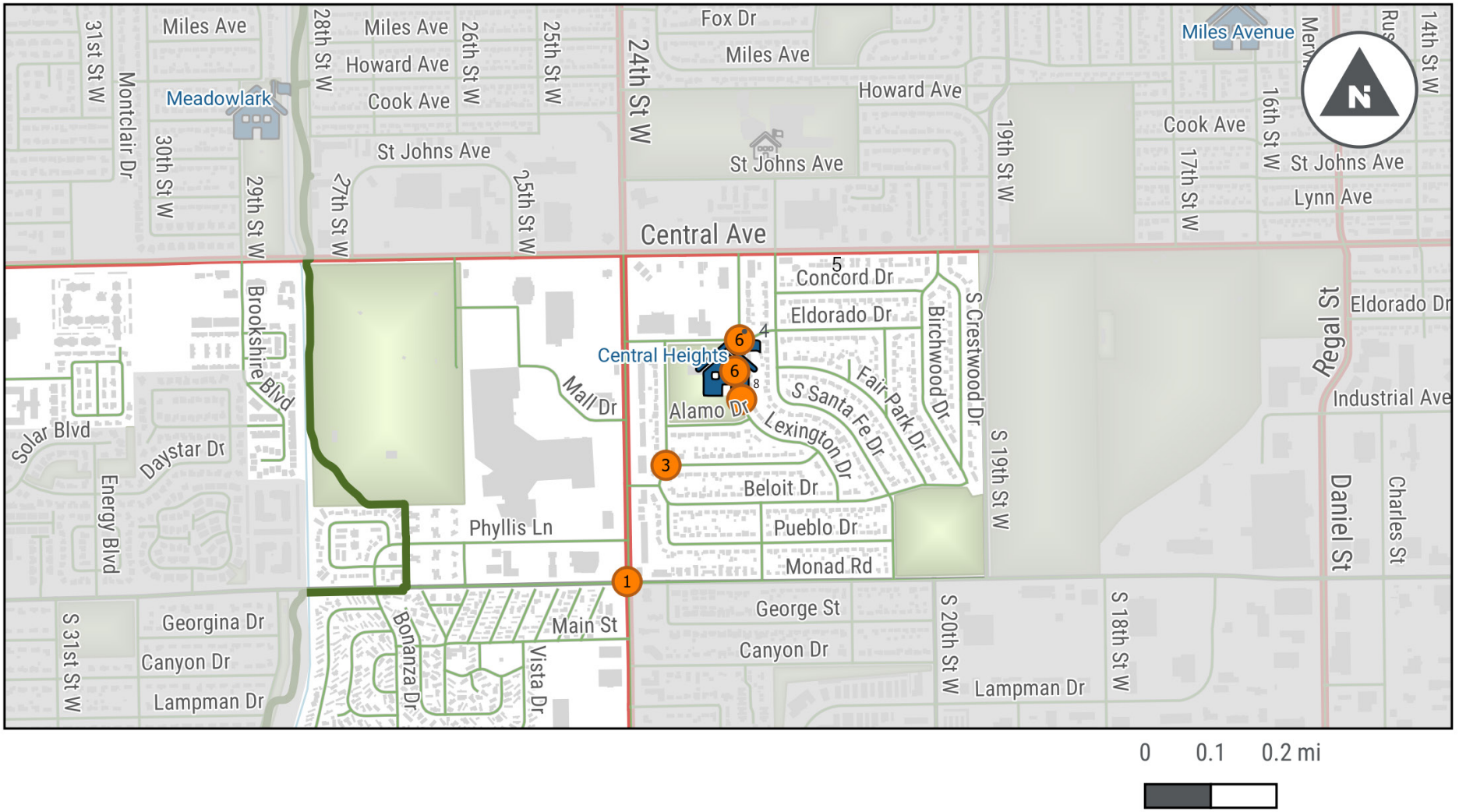
#	Location	Observations	Webmap Comments?
1	Central Ave	• Central Ave is recommended to be a Visionary Long Range Bikeway in the Billings Area Bikeway and Trails Master Plan.	Yes
2	Eldorado Dr	• Curb ramps are missing at crosswalks at Pueblo Dr, creating a hazard for people biking, pushing strollers, or using wheelchairs.	No
3	Alamo Dr	• Some families were observed parking on the non-school or on top of the curb asking students to cross the street. • Narrow sidewalks with minimal buffer and permanent obstruction creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users. • There are no curb cuts at the midblock crossing in front of the school and at the intersections with Pueblo Dr and with Lexington Dr, even though there are sidewalks. • No crosswalk is marked on any leg at the Pueblo Dr intersection. • Missing sidewalks present a barrier to walking and bicycling to school. School staff park their vehicles on Alamo Dr, obstructing the sidewalk.	No
4	Lexington Dr	• Some families were observed parking on the non-school side, asking students to cross the street without an adult, and making u-turns in front of the school. • There are missing curb ramps at the mid-block crossing. • No crosswalk is marked on any leg at the Alamo Dr intersection. • Sidewalks need repairs or replacement to provide a smooth and trip-free route for all users. • Sidewalks measure less than the recommended width of 5'. Sidewalk abruptly gets narrower in front of the school and the presence of a fence where the sidewalk decreases the width. Posts, mailboxes and trash bin in the sidewalk further impede users.	No
5	Dallas Dr/Beloit Dr/ Pueblo Dr (west to east leg)	• Uncontrolled intersection on the three intersections of Dallas Dr, Pueblo Dr and Beloit Dr. • Sidewalks throughout the neighborhood need repair or replacement to provide a safe pedestrian route for all users. Some existing sidewalks measure less than the recommended width of 5'. • Curb ramps are missing throughout the neighborhood. • Pueblo Dr is a relatively wide street, which encourages speeding.	No
6	Monad Rd	• Monad Rd and 24th St W has higher traffic volumes and speeds than would be preferred for a student crossing location. • Crossing distances are long and there are no median crossing islands for pedestrians. • Crosswalk markings across Monad Rd and 24th St W, and at Monad Rd and Monterey Dr, are faded. • Curb ramps are missing at crosswalks at some legs of 24th St and at Monad Rd and Monterey Dr, creating a hazard for people biking, pushing strollers, or using wheelchairs.	No
7	Pueblo Dr (north to south leg)	• Sidewalks throughout the neighborhood need installment, repair, or replacement to provide a safe pedestrian route for all users. Some existing sidewalks measure less than the recommended width of 5'. • Curb ramps are missing along Pueblo Dr, creating a hazard for people biking, pushing strollers, or using wheelchairs. • There is a lack of parking signage, and the "NO PARKING" sign is damaged in the bus pick-up locations.	No

Proposed Projects at Central Heights Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Monad Rd and 24th St W	Crossing	• The crossings on all legs lack high-visibility markings. • Crossing distances are long. • There are not curb cuts at all legs of 24th St and at Monad Rd and Monterey Dr, even though there are sidewalks.	• Repaint crossing with high-visibility markings. • Add pedestrian refuge islands in the Monad Rd and 24th St W to shorten crossing distances and improve pedestrian safety. Study further to find an infrastructure intervention to make crossing safer and more comfortable for school children. • Install ADA compliant curb ramps.
2	Lexington Dr	Arrival/ dismissal behavior	• Some families were observed parking on the non-school side, asking students to cross the street without an adult, and making u-turns in front of the school.	• Continue staff monitoring of arrival and dismissal, and continue communicating expectations for family vehicles at arrival and dismissal. • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal • Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. • A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
3	Dallas Dr and Pueblo Dr (west to east leg)	Crossing	• Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Intersections without any control (stop signs, yield signs, etc.) create unpredictable traffic patterns and create difficult crossing conditions. • There are not curb cuts at all the intersections of Pueblo Dr, Beloit Dr, and Dallas Dr, even though there are sidewalks.	• Tighten the curb radii on the legs of the intersection and install new curb ramps that line up with crosswalks at all corners. • Install high-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, crossing warning signs, in-street pedestrian crossing sign, curb extensions, and pedestrian refuge island at all three intersections. • Install ADA compliant curb ramps. • A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
4	Lexington Dr north of Alamo Dr	Crossing	• Missing curb ramps at crosswalks create a hazard for people biking, pushing strollers, or using wheelchairs.	• Install ADA compliant curb ramps.
5	Eldorado Dr and Lexington Dr	Crossing	• Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Curb extensions at corners can shorten crossing distances and increase pedestrian visibility.	• Install curb extensions at all four corners of the intersection.
6	School property	Bicycle Parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Eagle Cliffs Elementary

Existing Conditions

About the School	
Address	1201 Kootenai Ave
Number of Students	Approximately 420
Percentage of Students Eligible for Free and Reduced Lunch	26%
Arrival / Dismissal Times	8:05 AM / 2:15 and 3:15 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Governors Blvd	5,300
W Wicks Ln	4,400 (west of Governors Blvd)

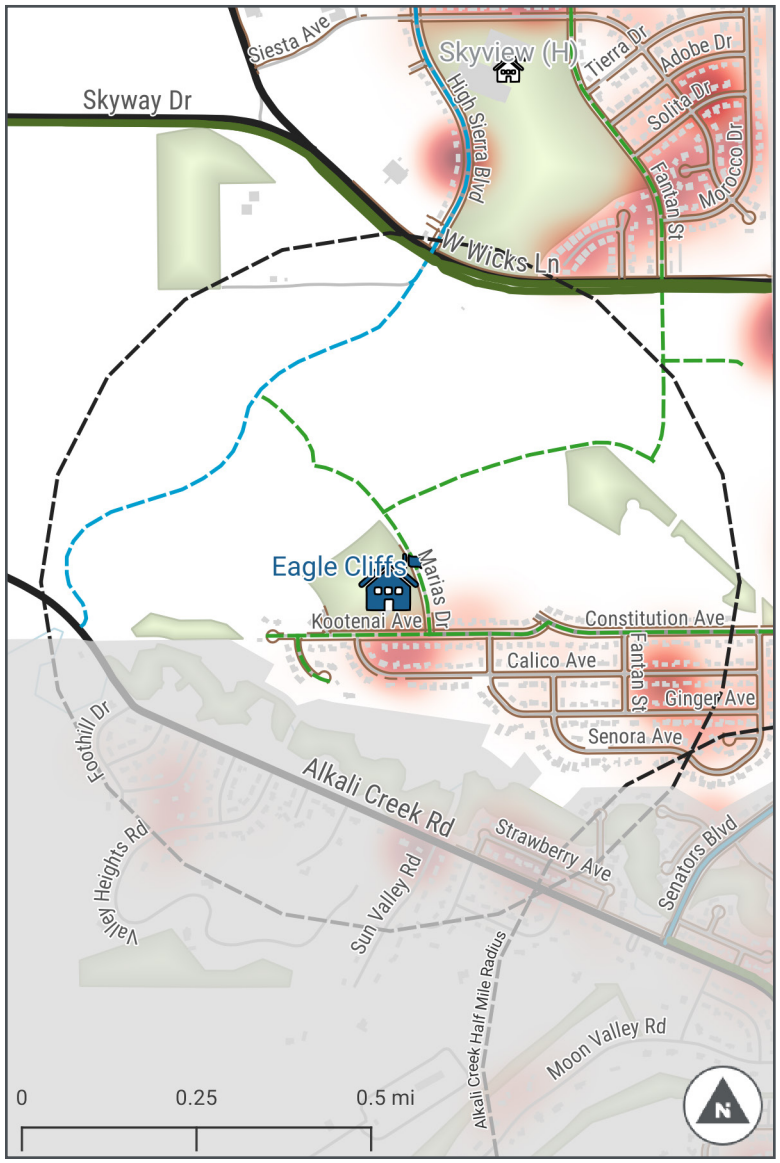
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

Existing Conditions Map



Known Safety Concerns at Eagle Cliffs Elementary

Source of Concern	Safety Concern or Comment
Principal	• Significant safety concerns on Constitution Ave as the only street to the school. • Constitution Ave and Governors Blvd intersection is a significant safety concern due to tight sidewalk corners and lack of protected left turns. • Principal states they need a better connection to the housing coming from north of Wicks Lane.
Webmap Survey	There are approximately 10 comments in the Eagle Cliffs catchment area regarding: • Traffic congestion on Constitution Ave • The Governors Blvd and Constitution Ave intersection • Sidewalks on Governors Blvd
Crossing Guard	• Some turning drivers do not stop for crossing guard. • High speeds and/or high traffic volumes on Governors Blvd. • Crossing guard at Constitution Ave and Marias Dr is concerned about traffic circulation. Sometimes will stop traffic on Constitution Ave to let automobiles on Marias Dr turn left.
Safety Busing Concern	• No safety busing is provided.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Thursday, September 23.**
School Bus Loading	• School buses dropped off in the school parking lot off of Marias Dr.
Family Vehicles	• Families dropped off students in the loading/unloading driveway loop off of Constitution Ave, and also drop off along Constitution Ave. Cars waiting to enter the unloading loop occasionally spilled into Constitution Ave, creating crossing challenges on the west side of the intersection. • Families also dropped off on Marias Dr on both sides of the street.
School Staff Roles	• School staff were present supervising students on the playground and outside the front door.
Adult Crossing Guards	• Two school crossing guards are posted at Constitution Ave and Marias Dr and at Constitution Ave and Governors Blvd.
Students Walking and Biking	• Many students were observed walking and biking from Governors Blvd.

Priority Concerns at Eagle Cliffs Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

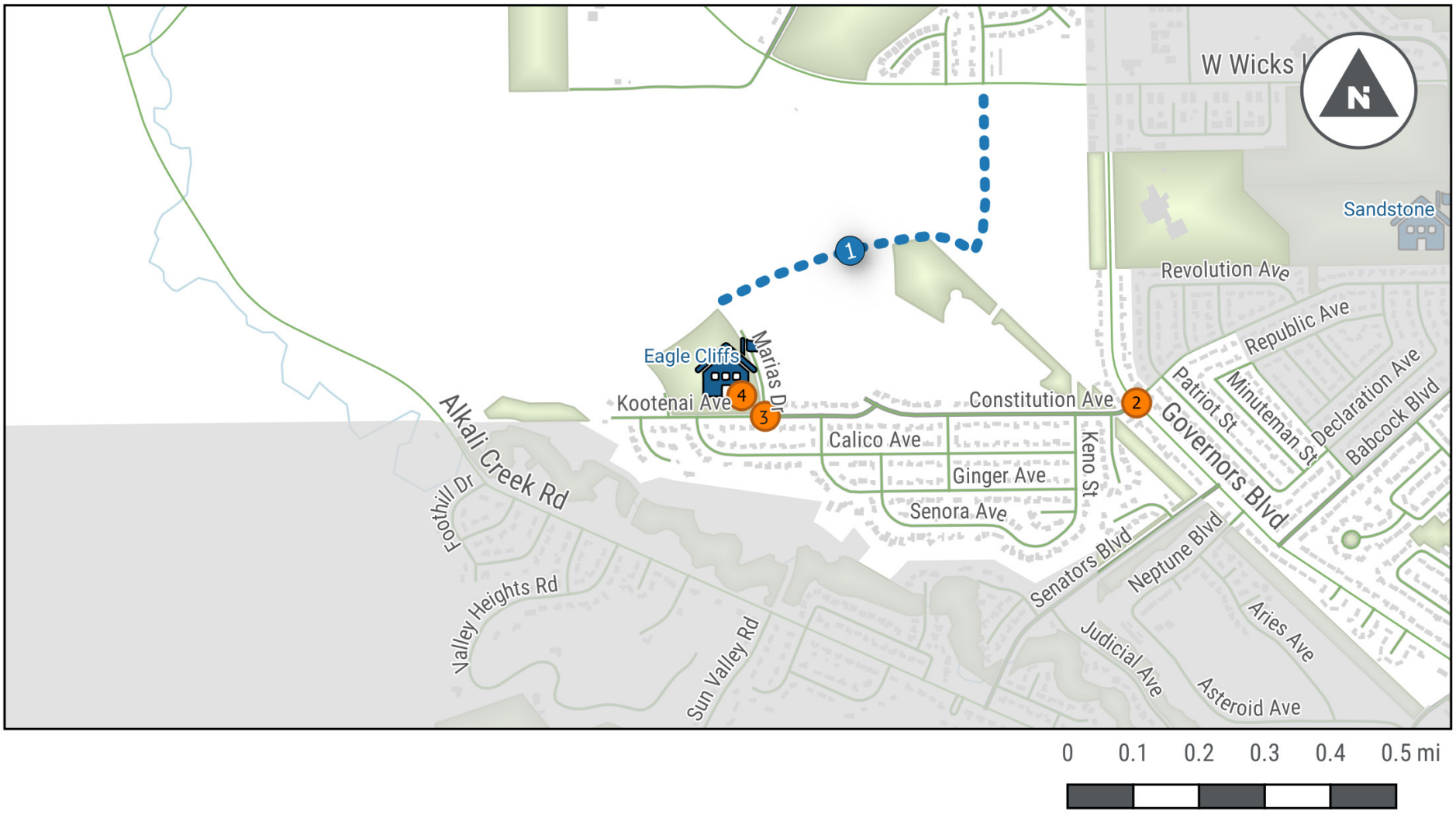
#	Location	Observations	Webmap Comments?
1	Marias Dr/Wicks Ln	• With only one street connecting Eagle Cliffs to other neighborhoods, Governors Blvd was observed as highly trafficked by motor vehicles. Families living north of Wicks Ln are required to use Governors Blvd, despite Eagle Cliffs being within walking distance. No existing, direct walking or bicycling infrastructure exists. • A neighborhood bikeway is planned to connect part-way to Wicks Ln and will be intersected with a planned bike lane.	Yes
2	Constitution Ave and Governors Blvd	• This intersection has higher traffic volumes and speeds than would be preferred for a student crossing location, especially during the morning hours. • Constitution Ave, from Eagle Cliffs Elementary to Nutter Blvd, is recommended as a neighborhood bikeway. • Without a protected left turn, motor vehicles are required to find gaps in on-coming traffic to turn on to Constitution Ave. This behavior can detract from driver attention to students walking and bicycling.	Yes
3	Constitution Ave and Marias Dr	• Families drop off students at both the "drop-off and pick-up only" area to the south of the school and Marias Dr. This creates motor vehicle congestion at the intersection of Constitution Ave and Marias Dr. Crossing. Challenging intersection for a crossing guard to control. • Recommend a three-way stop intersection.	Yes
4	Bicycle racks at Eagle Cliffs Elementary	• Existing bicycle racks blocked the pedestrian through zone by the drop-off area. Most students chose to use the larger bike rack.	No

Proposed Projects at Eagle Cliffs Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Marias Dr/Wicks Ln	Trail/path	• A discontinuous street network between Wicks Ln and Marias Dr discourages walking and biking trips.	• Construct a walking and bicycling path to connect Marias Dr and Wicks Ln. This will alleviate motor vehicle traffic on Governors Blvd while also creating a direct walking and bicycling connection for students. This path could connect to the existing off-street path on the southside of Wicks Ln. • Install a neighborhood bikeway from Marias Dr to a future street, and a shared use path to run parallel to existing power lines – this is in the Billings Area Bikeway and Trails Master Plan.
2	Constitution Ave and Governors Blvd	Crossing	• Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Crossings are uncomfortable because left-turning vehicles may not yield to pedestrians in the crosswalk.	• Tighten the curb radii on the north, south, and east legs of the intersection and install new curb ramps that line up with crosswalks at all corners. • Install a dedicated left-turn signal from Governors Blvd to Constitution Ave. Convert to flashing yellow arrow for left turns from Governors. • Restrict permissive left turns during school travel times.
3	Constitution Ave and Marias Dr	Crossing	• The lack of traffic control devices (yield sign, stop sign, etc.) creates a challenge for vehicles turning left from Marias Dr onto Constitution Ave.	• Conduct additional analysis to investigate installing a three-way stop at the intersection.
4	Front of school	Bicycle parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. Place racks in location that does not impede pedestrian route.

Proposed Projects Map



Highland Elementary

Existing Conditions

About the School	
Address	729 Parkhill Dr
Number of Students	Approximately 250
Percentage of Students Eligible for Free and Reduced Lunch	39%
Arrival / Dismissal Times	7:45 and 8:20 AM / 2:15 and 3:00 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Rimrock Road	9,200
Poly Drive	7,900
Parkhill Drive	• 2,800 (west of 10th St W) • 3,820 (east of 10th St W)
Grand Avenue	• 22,000 (west of 8th St W) • 16,986 (east of 8th St W)
13th St W	• 5,300 (north of Parkhill Drive) • 6,315 (south of Parkhill Drive)
8th St W	5,000
7th St W	5,300
6th St W	8,500
Virginia Ln	• 3,400 (north of Parkhill Drive) • 6,000 (south of Parkhill Drive)

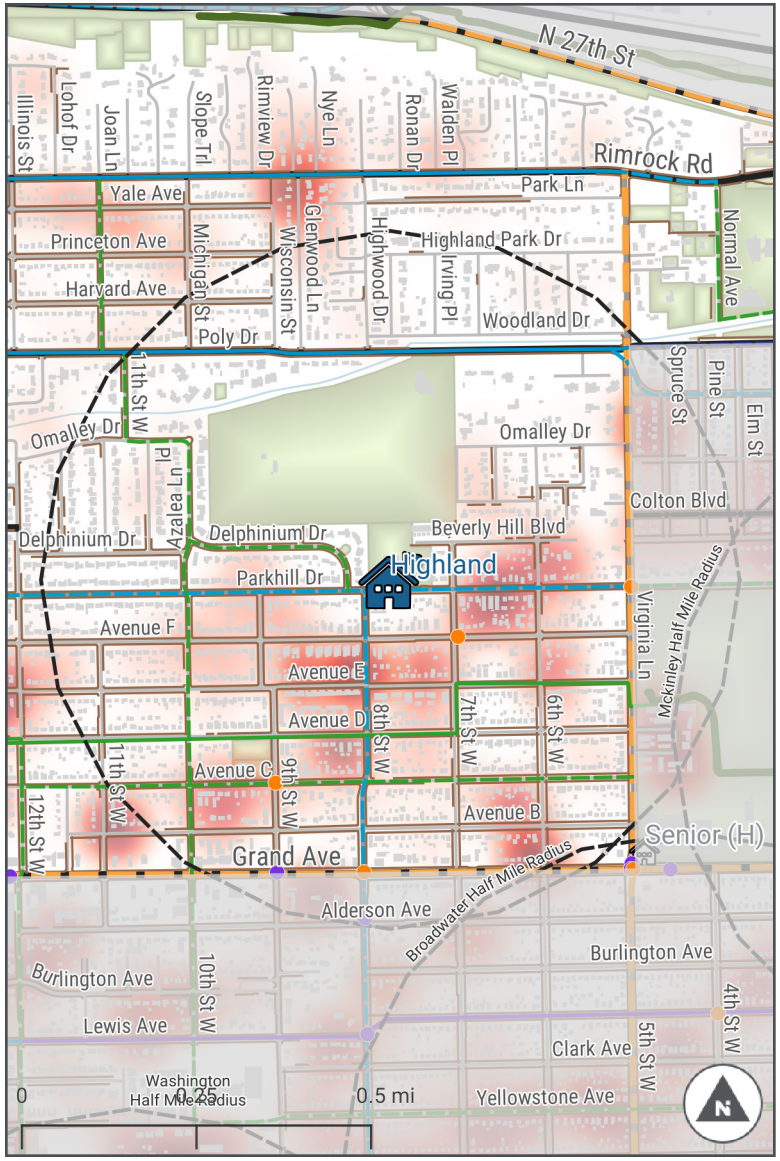
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Sidewalk
Neighborhood Bikeway

Proposed
Neighborhood Bikeway
Bike Lane
Buffered Bike Lane
Visionary Long Range Bikeway

Existing Conditions Map



Known Safety Concerns at Highland Elementary

Source of Concern	Safety Concern or Comment
Principal	• Traffic doesn't always stop for the crossing guard. Parents avoiding the crosswalk are dropping kids off and having them run across the street. • AAA Safety Patrol has approached about leadership opportunities for students to relieve the pressure on school staff. • School has an active Walking School Bus with four different routes.
Webmap Survey	There are approximately 20 comments in the Highland Elementary catchment area regarding: • Crossings and sidewalks on or intersecting Poly Dr. • Lack of intersection control on streets intersecting Poly Dr. • Lighting, crossings, speeding, lack of sidewalks, and bike lanes on Parkhill Dr. • Lack of sidewalks and curb ramps on neighborhood streets. • Parkhill Dr and 11th St W have speeding traffic. • Speeding traffic on Virginia Ln deters walking and biking.
Crossing Guard	• Family vehicles make U-turns near the crossing guard crosswalk. • Some drivers/turning drivers do not stop for crossing guard. • High speeds and/or high traffic volumes on Parkhill Dr.
Safety Busing	• No safety busing is provided.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Thursday, September 23.**
School Bus Loading	• No school buses were observed.
Before/Aftercare Vans	• No before/aftercare vans were observed.
Family Vehicles	Families pick up and dropped off students in the following entrances/exits: • 1st Grade & K/1 Combo will enter through the gym (exit 7). • K and 2nd grade will enter the main doors (exit 1). • 3rd, 4th & 5th grade will enter the breezeway doors (exit 8). • Principal mentioned that they hope to dismiss everyone at the back of the school.
School Staff Roles	• School staff were present supervising students on the playground and outside the front door.
Adult Crossing Guards	• A school crossing guard is posted at Parkhill Drive and 8th St W, and Poly Dr and 11th St W.
Bike Rack Locations and Use	• There are two bike racks around the school, located on the west and east sides of the school.
Students Walking and Biking	• Many students were observed walking and biking in/from all directions.

Priority Concerns at Highland Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

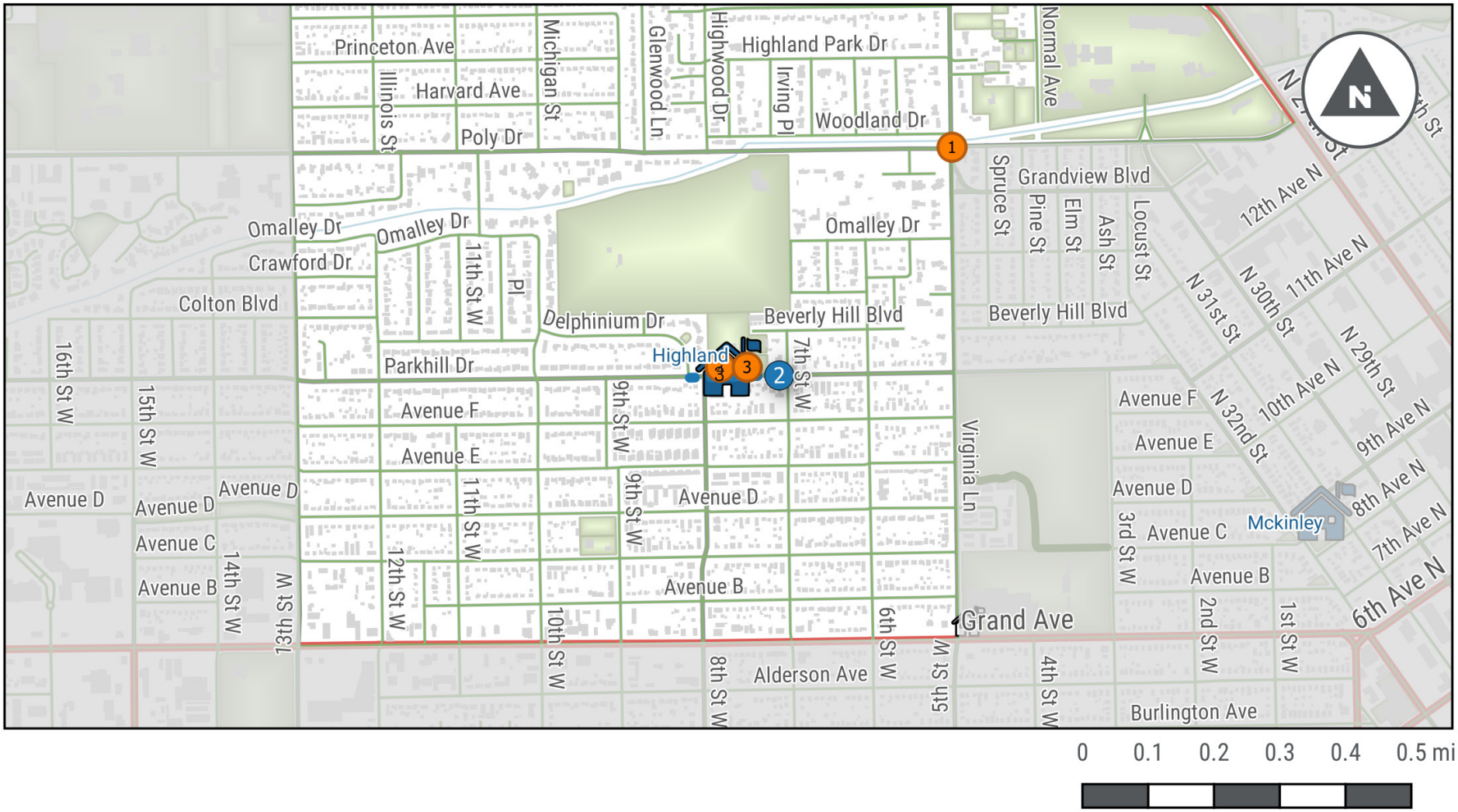
#	Location	Observations	Webmap Comments?
1	Poly Dr	• Poly Dr has higher traffic volumes and speeds than would be preferred for students walking without a wide sidewalk or crossing. • Crossing distances are long and there are no median crossing islands for pedestrians. • Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users. • Pedestrian signal heads are present at Virginia Ln but require people to push a button to get a pedestrian phase. The pedestrian timing did not appear to provide enough time for pedestrians to clear the crosswalk. • There is an existing bike lane.	Yes
2	Delphinium Dr	• Sidewalks need repairs or replacement to provide a trip-free route for all users. • There are very few curb cuts even though there are sidewalks.	Yes
3	Parkhill Dr	• Parkhill Dr has higher traffic volumes and speeds than would be preferred for a student crossing location. • Crossing distances are long and there are no median crossing islands for pedestrians. • Some families were observed parking on the non-school side and double parking, asking students to cross the street without an adult, and making U-turns in front of the school. Students were observed jay walking to get to the school side. Families dropping off on school side back up to get out of traffic. • Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users. • Existing bicycle racks in poor conditions on the east side of the school. • Parkhill Dr is recommended to have a bike lane in the Billings Area Bikeway and Trails Master Plan.	Yes
4	7th St W	• Missing sidewalks present a barrier to walking and bicycling to school. Where the side path/street over the creek ends north of O'Malley Dr, a golf course and houses obstruct a direct connection to Poly Dr.	Yes
5	Virginia Ln	• Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts, mailboxes, and vegetation in the sidewalk further impede users. • Crossings along Virginia Ln are worn down. • Unpaved streets and missing sidewalks at the intersection with Woodland Dr, where Virginia Ln crosses the creek, present a barrier to walking and bicycling to school. • Virginia Ln is recommended to have a Visionary Long-Range Bikeway in the Billings Area Bikeway and Trails Master Plan.	Yes

Proposed Projects at Highland Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Poly Dr and Virginia Ln	Crossing	• Pedestrian signal heads are present but require people to push a button to get a pedestrian phase.	• Add leading pedestrian interval at signal. • Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing.
2	Parkhill Dr	Arrival/Dismissal Behavior	• Some families were observed parking on the non-school side and double-parking, asking students to cross the street without an adult, and making U-turns in front of the school.	• Continue staff monitoring of arrival and dismissal, and continue communicating expectations for family vehicles at arrival and dismissal. Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. • Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. • Parkhill Dr is a planned bike lane route in the Billings Area Bikeways and Trails Master Plan. • A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
3	School property (2 locations)	Bicycle Parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



McKinley Elementary

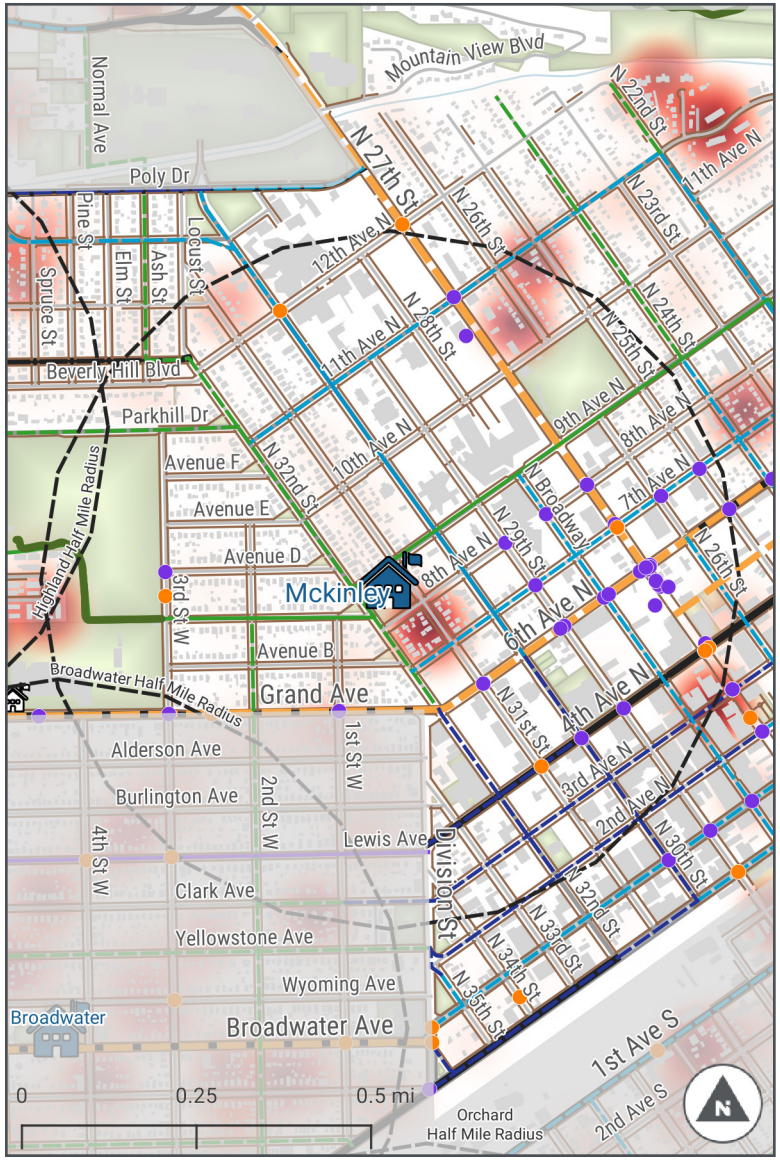
Existing Conditions

About the School	
Address	820 N 31st St
Number of Students	Approximately 300
Percentage of Students Eligible for Free and Reduced Lunch	100%
Arrival / Dismissal Times	8:15 AM / 2:20 and 3:00 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
N 27th St	• 11,900 (at 12th Ave N) • 18,700 (at 6th Ave N)
N 30th St	4,700
6th Ave N	15,200
Parkhill Dr	3,800
11th Ave N	4,300

[c]*Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Existing Shared Lane
Sidewalk
Neighborhood Bikeway

Proposed
Neighborhood Bikeway
Bike Lane
Buffered Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

Known Safety Concerns at McKinley Elementary

Source of Concern	Safety Concern or Comment
School Secretary	• There are some homeless people that sleep on the streets in downtown Billings, which is the main concern that parents express about walking or biking to school.
Webmap Survey	There were approximately eight comments in the McKinley Elementary catchment area regarding: • Drivers not stopping for pedestrians and challenging crossing conditions on N 30th St, N 32nd St, and Parkhill Dr • Parkhill Dr and 11th Ave N as a challenging intersection to navigate by walking or biking • A linear park on 5th Ave N
Walking School Bus Leaders	• Many drivers use the intersection of Parkhill Dr, N 32nd St and 11th Ave N as a route through town. Drivers roll through yield signs posted at intersections and do not stop for pedestrians. • At the intersection of Parkhill Dr and 3rd St W by Pioneer Park, high school drivers turn quickly onto 3rd St from Parkhill in the mornings and do not always yield to pedestrians. Also, drivers on 3rd St W approaching Parkhill Dr have poor sight lines and must block the crosswalk in order to see oncoming traffic.
Crossing Guard	• Family vehicles park or stop near the crossing guard crosswalk on the non-school side of N 32nd St (in the no-parking zones). reducing the visibility of the crosswalk for southbound drivers • Some drivers do not stop for crossing guards.
Safety Busing	• The school district provides safety busing for most students in the school attendance area: all students living east of N 27th St and south of 6th Ave N are bussed.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Wednesday, September 22.**
School Bus Loading	• School buses lined up next to the entrance gate on N 32nd St.
Before/Aftercare Vans	• No before care vans were observed.
Family Vehicles	• Most families dropped off students on N 32nd St, parking on both sides of N 32nd St and crossing with the crossing guards. Some family vehicles were observed using the bus loading area near the entrance gate on N 32nd St. • Some families dropped off students at the school entrance on 9th Ave N, mostly after the first bell rang and the doors in back of the school are locked.
School Staff Roles	• One school staff person is posted at the back door of the school where students entering from the entrance gate on N 32nd St enter.
Adult Crossing Guards	• School crossing guards are posted at N 32nd St and 9th Ave N, and at N 32nd St and Ave C.
Bike Rack Locations and Use	• There is 1 bike rack at the school, located near the back door.
Students Walking and Biking	• A group of students and families were observed arriving in a walking school bus that approached the school from N 32nd St. Other than that group, few students were observed walking. No students arrived on bicycle the day of observation.

Priority Concerns at McKinley Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

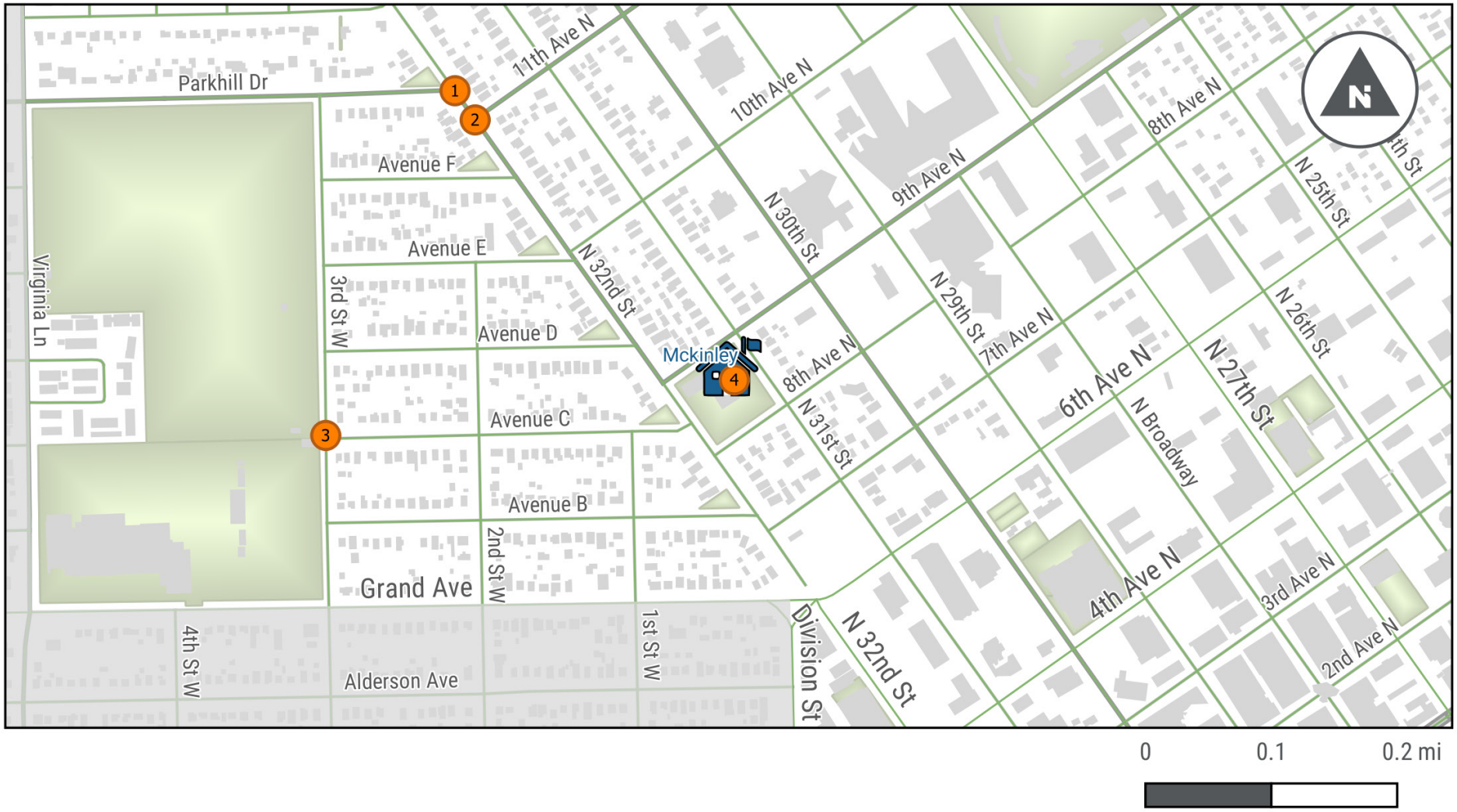
#	Location	Observations	Webmap Comments?
1	Parkhill Dr, N 32nd St and 11th Ave N	• Many drivers use the intersection of Parkhill Dr, N 32nd St and 11th Ave N as a route through central Billings. Drivers roll through yield signs posted at intersections and do not stop for pedestrians. • Crossing N 32nd St at this intersection is uncomfortable because of wide corner radii, which encourages fast vehicular turns. • One of the McKinley walking school buses traverses this intersection. • Both Parkhill Dr and N 32nd St are recommended for bicycle boulevards in the Billings Area Bikeways and Trails Master Plans.	Yes
2	N 32nd St and 9th Ave N	• A crossing guard is posted at this intersection. • Family vehicles park or stop near the crossing guard crosswalk on the west side of N 32nd St (in the no-parking zones) reducing the visibility of the crosswalk for southbound drivers. Curb extensions on the east side of N 32nd St and on both legs of 9th Ave N shorten crossing distances and increase pedestrian visibility. • Both N 32nd St and 9th Ave N are recommended for bicycle boulevards in the Billings Area Bikeways and Trails Master Plans.	No
3	N 27th St and 9th Ave N	• N 27th St is has higher traffic volumes and speeds than would be preferred for a student crossing location. • Crossing distances are long and there are no median crossing islands for pedestrians. Safety busing is currently provided to families that live on the other side of N 27th St. • 9th Ave N is recommended for a bicycle boulevard in the Billings Area Bikeways and Trails Master Plans.	No
4	Parkhill Dr and 3rd St W	• At the intersection of Parkhill Dr and 3rd St W, drivers on 3rd St W approaching Parkhill Dr have poor sight lines and must block the crosswalk in order to see oncoming traffic. • Parkhill Dr is recommended for a bicycle boulevard in the Billings Area Bikeways and Trails Master Plan.	No
5	Pioneer Park path, 3rd St W, and Ave C	• Pioneer Park is a popular park which sees high levels of use by the community. • The path in Pioneer Park is in very poor condition. • One of the McKinley Walking School Buses traverses Pioneer Park along the path. • At the intersection of the path and 3rd St W, there are no detectable warnings on the west leg of the intersection. There are no marked crosswalks, and the intersection lacks connecting curb ramps on the east leg. Community members state that some high school drivers rushing to get to school have nearly hit people crossing to or from the park at this intersection. • The path through Pioneer Park is a proposed connection to a bicycle boulevard on Ave C in the Billings Area Bikeways and Trails Master Plan.	No
6	Bicycle Racks at McKinley Elementary	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. No bicycles were parked the day of observation.	No

Proposed Projects at McKinley Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Parkhill Dr and N 32nd St	Crossing	• Many drivers use the intersection of Parkhill Dr, N 32nd St and 11th Ave N as a route through central Billings. Drivers roll through yield signs posted at intersections and do not stop for pedestrians. • Crossing N 32nd St at this intersection is uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Both Parkhill Dr and N 32nd St are recommended for bicycle boulevards in the Billings Area Bikeways and Trails Master Plans.	• Conduct an engineering study to determine if stop sign is warranted. • Install a curb extension on the south leg of the intersection of Parkhill Dr and N 32nd St to slow turning traffic and shorten pedestrian crossing distance.
2	11th Ave N and N 32nd St	Crossing	• Many drivers use the intersection of Parkhill Dr, N 32nd St and 11th Ave N as a route through central Billings. Drivers roll through yield signs posted at intersections and do not stop for pedestrians. • There are no curb ramps on the south leg of the intersection.	• Install a STOP sign and high visibility markings on the west leg of the intersection, to make drivers stop for pedestrians.
3	Pioneer Park path, 3rd St W, and Ave C	Crossing	• No crosswalk is marked on the north, south, or east legs. • Community members state that some high school drivers rushing to get to school have nearly hit people crossing to or from the park at this intersection. • The path through Pioneer Park is a connection to a neighborhood bikeway on Ave C in the Billings Area Bikeways and Trails Master Plan. • Non-ADA curb ramps at crosswalks on the east leg, creating a hazard for people biking, pushing strollers, or using wheelchairs.	• Add a high-visibility crosswalk on the north and east legs of the intersection. • Install parking restrictions on crosswalk approach, adequate nighttime lighting levels, crossing warning signs, and either a raised crosswalk or curb extension. • Install ADA compliant curb ramps. • A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
4	Bicycle racks at McKinley Elementary	Bicycle parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. No bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Meadowlark Elementary

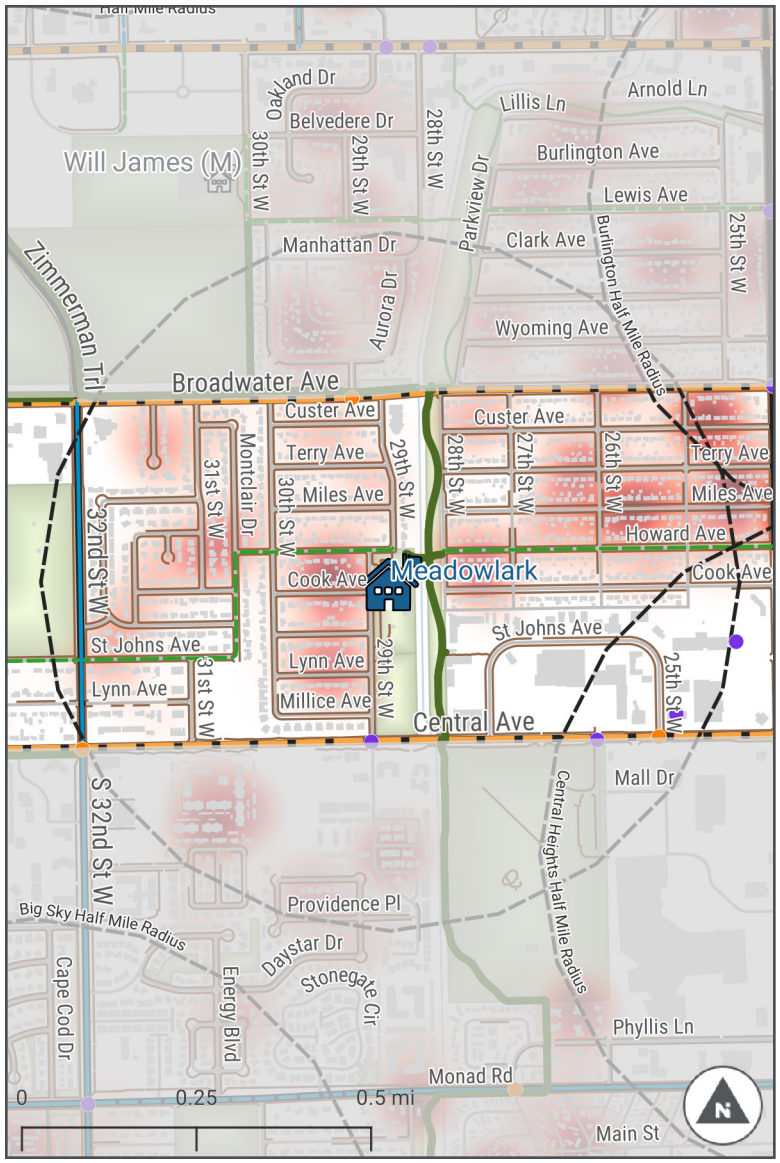
Existing Conditions

About the School	
Address	221 29th St W
Number of Students	Approximately 520
Percentage of Students Eligible for Free and Reduced Lunch	20%
Arrival / Dismissal Times	8:30 AM / 2:30 and 3:15 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
32nd St W	13,100
Central Ave	17,400

[c]*Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Sidewalk

Proposed
Neighborhood Bikeway
Visionary Long Range Bikeway

Known Safety Concerns at Meadowlark Elementary

Source of Concern	Safety Concern or Comment
Principal	• Largest issue is students being dropped off in the traffic lane in front of school on 29th St W. • Principal serves as a "driveway guard" to stop the kids walking so buses can exit the parking lot/drop-off zone. • With the school boundary change, the school transitioned from most of the students being within walking distance to most being safety bussed. • Largest safety concern from the parents is personal safety in the neighborhood, although the principal thinks it is a very safe neighborhood for walking and biking.
Webmap Survey	There are approximately six comments in the Meadowlark Elementary catchment area regarding: • Unsafe crossing at 32nd St W and Central Ave and at 29th St W and Broadwater Ave. • Unsafe walking conditions along Central Ave.
Crossing Guard	• Much of the faster driving is from students heading through the neighborhood on 29th St to the nearby high school. • Need to maintain coordination between students walking, parents driving, and busses entering and exiting parking lot. • Parents are not supposed to use parking lot to drop off children (there used to be three cones blocking the lot, but since some families and staff need to use the lot for accessibility, they left an opening that some parents have started to use.).
Safety Busing	• The school district provides safety busing for students that live west of 32nd Ave.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Tuesday, September 21.**
School Bus Loading	• School buses pull into a lot along the southwest side of the school. This lot is only for school bus loading and unloading. The principal stands at the school bus loop exit to hold back students walking in order to keep buses moving along.
Before/Aftercare Vans	• No before/aftercare vans were observed.
Family Vehicles	• Most families dropped off students in front of the school on 29th St W. • Some families dropped children off on Howard Ave or 29th St W and used crossing guard at 29th St W. • Some families dropped off on Cook Ave, and then students would cross at the crossing guard location. • Families coming from the east are encouraged to drop off students on 28th St W to use the pedestrian and bike bridge that goes onto the school property.
School Staff Roles	• School staff are assigned to "bus duty" for both arrival and dismissal (in the morning, it is a school counselor, in the afternoon, it is teachers). • Students have color-coded tags on their backpacks that correspond to their specific bus. • Principal serves as "driveway guard" before school.
Adult Crossing Guards	• There are two school crossing guards posted at Cook Ave and 29th St W, and at Howard Ave and the school's north entrance.
Bike Rack Locations and Use	• There are two bike racks around the school, located at the school main entrance on 29th St W and Howard Ave. • Most of the bicycles were parked at the rack on Howard Ave.
Students Walking and Biking	• Very few students were observed walking – most were walking after being dropped off a half block away. • Some students were observed walking and biking over the pedestrian and bike bridge to the east of the school.

Priority Concerns at Meadowlark Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

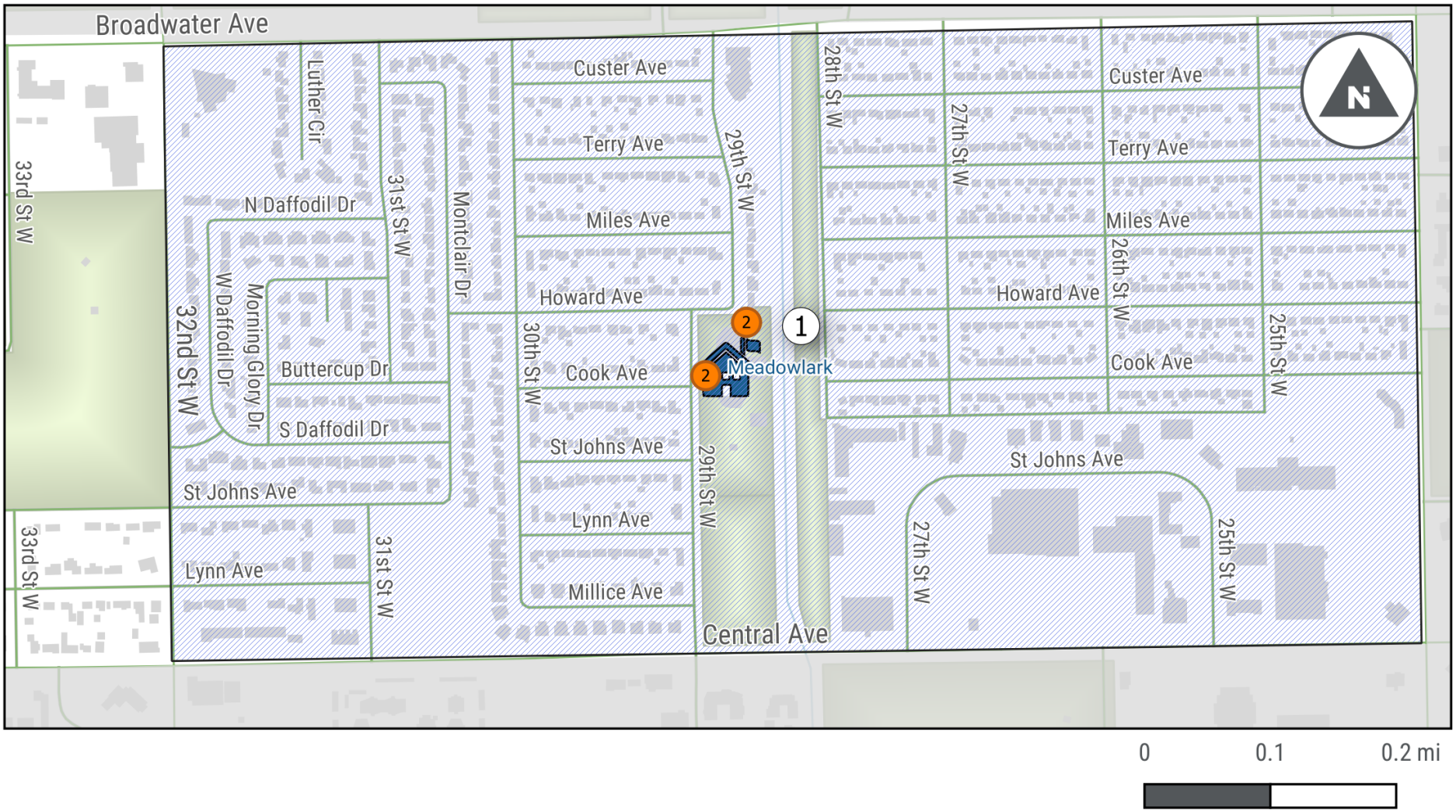
#	Location	Observations	Webmap Comments?
1	Throughout the neighborhood	• The neighborhoods and streets within the school's catchment area and ½-mile are very walkable and low-speed, but there are sections with missing sidewalks.	No
2	Bike racks	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation.	No

Proposed Projects at Meadowlark Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Throughout neighborhood	Sidewalks	• Missing sidewalks throughout the neighborhood present a barrier to walking and bicycling to school.	• Pave streets and construct sidewalks along at least one side of the street. (Long term)
2	On-site bicycle racks	Bicycle parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term)

Proposed Projects Map



Miles Avenue Elementary

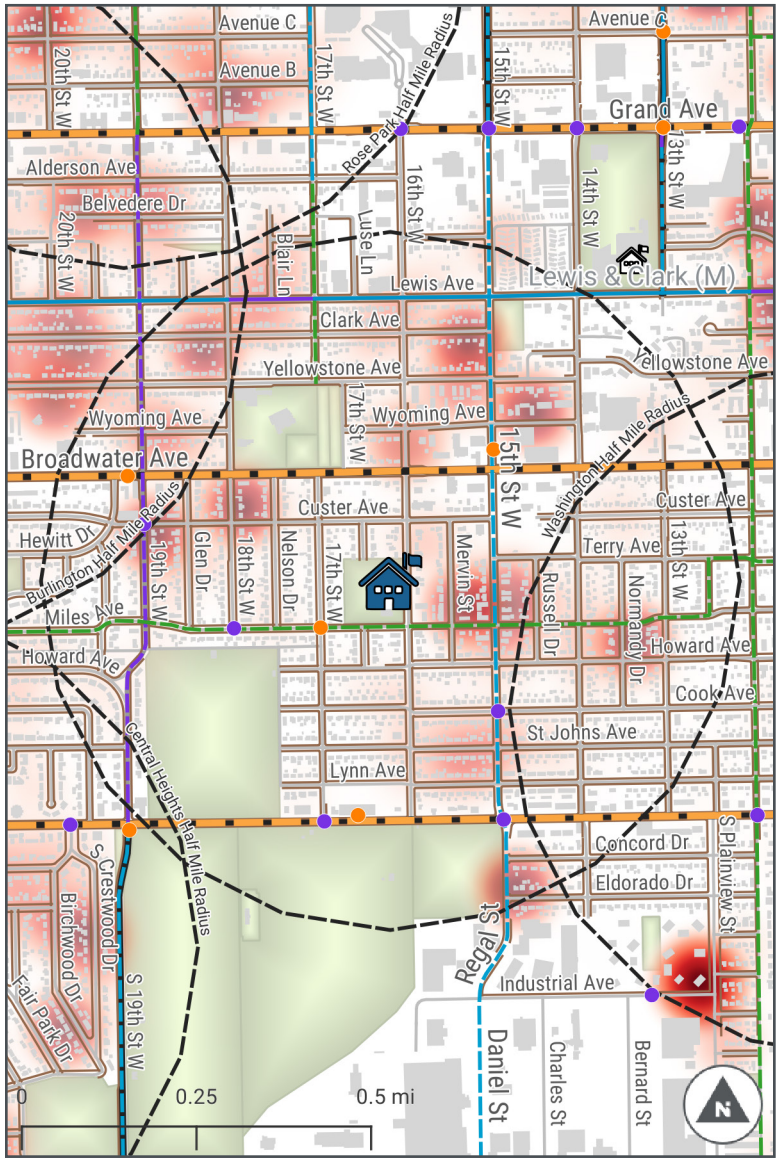
Existing Conditions

About the School	
Address	1601 Miles Ave
Number of Students	270
Percentage of Students Eligible for Free and Reduced Lunch	52%
Arrival / Dismissal Times	8:15 AM / 2:15 and 3:10 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Central Ave	17,600
Broadwater Ave	12,900
15th St W	6,000
16th St W	2,000
19th St W	9,300

[c]*Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Existing Shared Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

Known Safety Concerns at Miles Ave Elementary

Source of Concern	Safety Concern or Comment
Principal	• Most concerns are about the crosswalks in from of the school. There is a crossing guard at 16th St W and Miles Ave, but not one at the crosswalk on 16th St at the north side of the school. • Believes that the neighborhood is a relatively safe place to walk in terms of personal safety. Personal safety is a concern for families south of Terry and east of 13th St W.
Webmap Survey	There was one comment in the Miles Ave Elementary catchment area regarding: • Curb ramps on Miles Ave
Crossing Guard	• Parents are pretty good at slowing down and stopping. • Concerned about the crosswalk without a crossing guard on the north side of the school.
Safety Busing	• Safety busing is provided for students living south of Monad between S 20th St W and S 24th St W.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Wednesday, September 22.**
School Bus Loading	• School buses lined up and dropped off in the pull-in driveway along 16th St W.
Before/Aftercare Vans	• Before/aftercare vans buses lined up and dropped off in the pull-in driveway along 16th St W.
Family Vehicles	• Families dropped off students in front of the school along 16th St W, many pulling into the same driveway loop as the busses • Families would also drop off students along Miles Ave. There are cones put near the crosswalk to discourage parents from parking too close and limiting visibility. • A limited number of families dropped off students in the alley behind (west of) the school. There are a number of breaks in the fence to allow students to enter the school property from that direction.
School Staff Roles	• School staff do not assist with arrival. Students either go straight to the lunchroom for breakfast and then to their class or enter at their classroom door from the outside. • In the afternoon dismissal, teachers bring students to their busses.
Adult Crossing Guards	• A school crossing guard is posted at 16th St W and Miles Ave. • A school crossing guard is posted at Miles Ave and Van Bramer Dr.
Bike Rack Locations and Use	• There are 3 adjacent bike racks at the school, located on school property (inside the fence) along Miles Ave. • Families notes that there was always bike parking available.
Students Walking and Biking	• Many students were observed walking, mostly coming from the west along Miles Ave. • Some students were observed getting to the school by walking south along 16th St W. • Few students were observe using the openings in the fence to the north side of the school.

Priority Concerns at Miles Ave Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

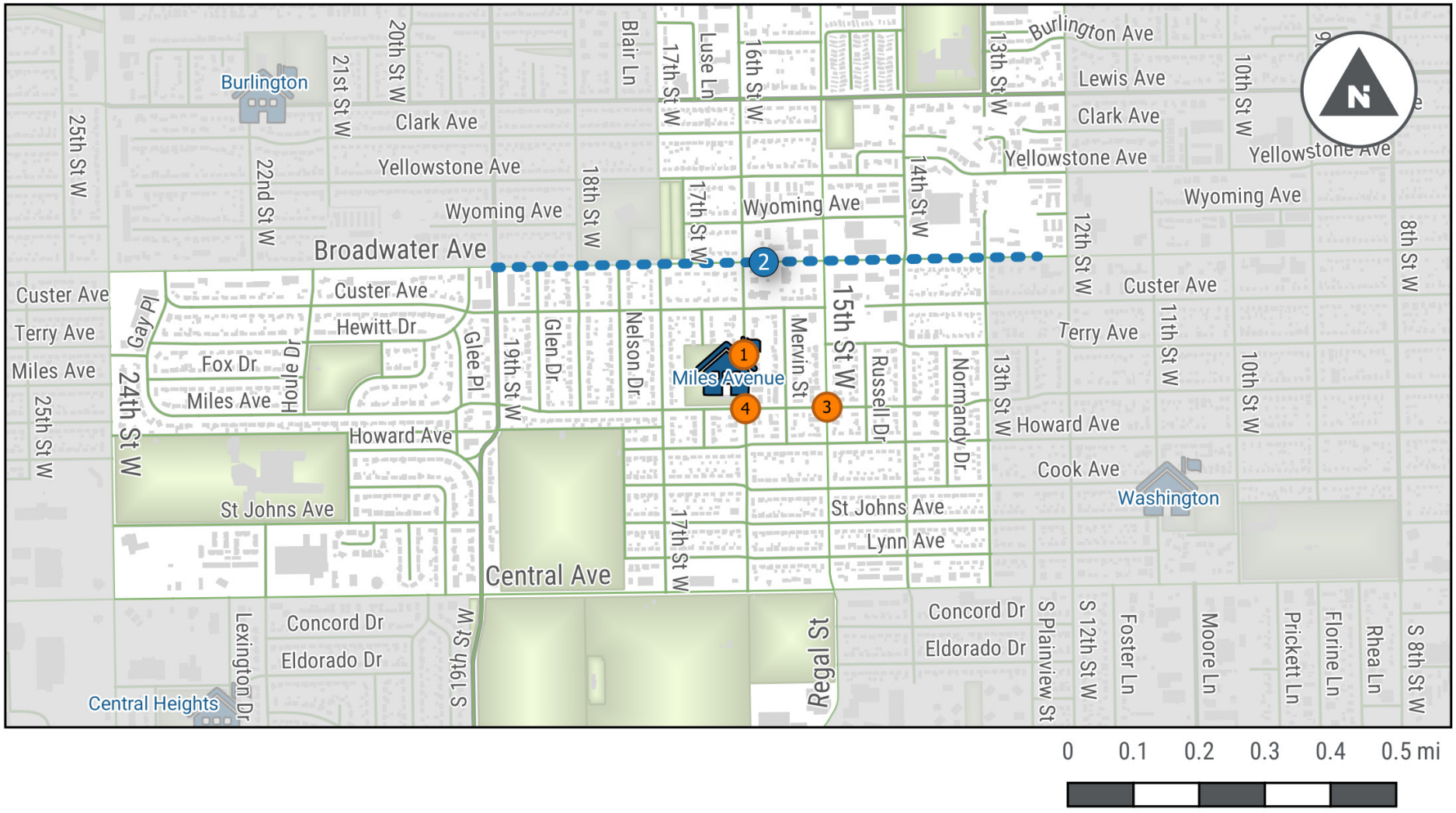
#	Location	Observations	Webmap Comments?
1	School crossing along 16th St W north of school the school	• Some students cross at the marked crossing at the school driveway entrance to the north of the school. There is no crossing guard here, and drivers don't always yield to pedestrians in the crosswalk. The marked crosswalk to the school should be eliminated to consolidate crossings.	No
2	Broadwater Ave and 15th St W	• Crossing distances are long and there are no median crossing islands for pedestrians. • Broadwater Ave and 15th St W have higher traffic volumes and speeds than would be preferred for a student crossing location. • The relatively wide street and/or multiple travel lanes encourage(s) speeding. • All crosswalk markings across are faded.	No
3	Miles Ave and 15th St W	• 15th St W is has higher traffic volumes and speeds than would be preferred for a student crossing location. • Parents and staff report that this crossing is dangerous and discourages students from walking and biking.	No
5	Bicycle Racks at Miles Ave School	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Many bicycles were parked the day of observation.	No

Proposed Projects at Miles Ave Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	School crossing along 16th St W near the school	Crossing	• Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk.	• Consider using in-street yield to pedestrian signs.
2	Broadwater Ave between 12th St W and 19th St W	Crossing	• Crossing distances are long and there are no median crossing islands for pedestrians. • The crossings on all legs lack high-visibility markings.	• Add pedestrian refuge islands to shorten crossing distances and improve pedestrian safety. • Add high-visibility crosswalk markings at 16th and Broadwater. • Install driver speed feedback sign on both approaches to the intersection.
3	Miles Ave and 15th St W	Speeding/Volume	• 15th St W is posted at 35 mph at this location. • ADT on 15th St W is 8,390 at this location.	• curb extensions with parking lanes to slow traffic and increase the visibility of crossing students.
4	Miles Ave and 16th St W	Crossing	• Curb extensions shorten crossing distances and increase pedestrian visibility.	• Install curb extensions at all corners of the intersection.
4	South of school	Bicycle parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Newman Elementary

Existing Conditions

About the School	
Address	605 S Billings Boulvard
Number of Students	Approximately 230
Percentage of Students Eligible for Free and Reduced Lunch	100%
Arrival / Dismissal Times	7:30 and 8:10 AM / 2:00 and 3:00 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Underpass Ave	13,200
State Ave	• 18,700 (between King Ave and Underpass Ave) • 14,700 (between Underpass Ave and Central Ave)
King Ave	• 3,400 (west of Billings Blvd) • 10,700 (between Billings Blvd and Orchard Ln)
Billings Blvd	• 7,400 (north of Simpson St) • 6,400 (south of Simpson St)
Calhoun Ln	• 3,900 (north of Lux Ave) • 2,300 (south of Lux Ave)
Orchard Ln	• 3,500 (north of Phillip St) • 2,200 (south of Phillip St)

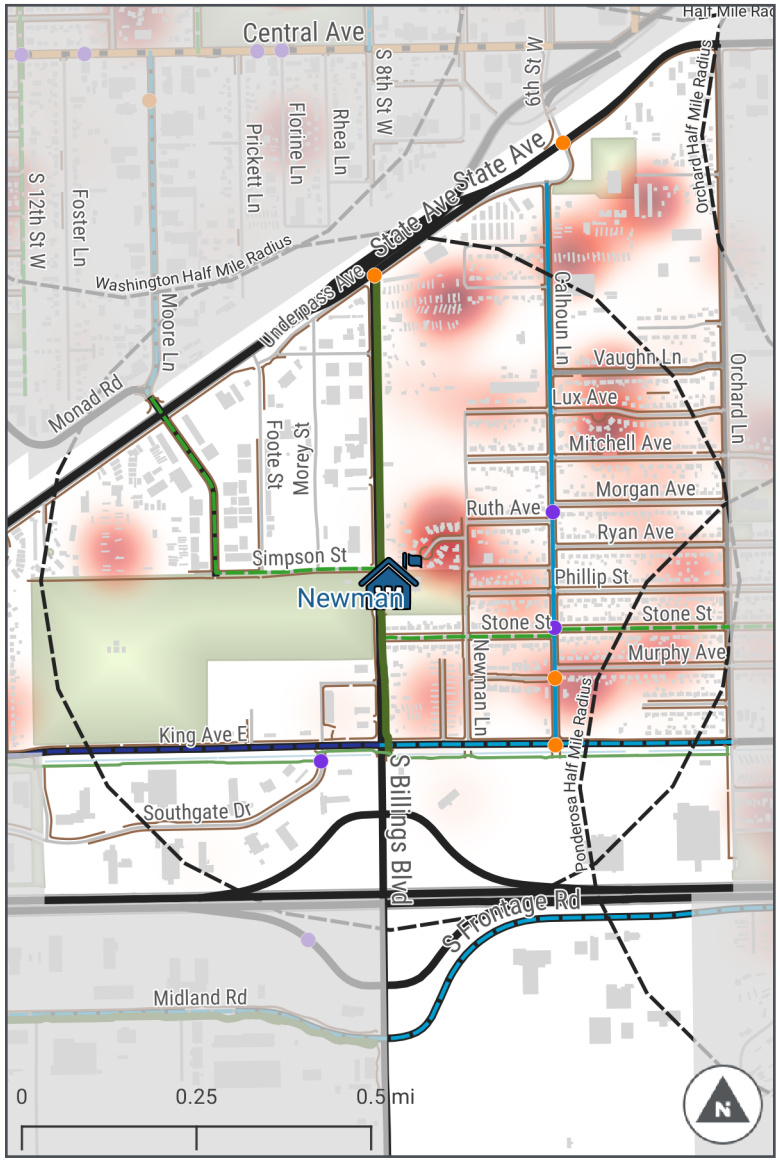
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Existing Bike Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Buffered Bike Lane

Existing Conditions Map



Known Safety Concerns at Newman Elementary

Source of Concern	Safety Concern or Comment
Principal	• No significant safety concerns.
Webmap Survey	There are approximately six comments in the Newman Elementary catchment area regarding: • Walking conditions and safety on Simpson St • Crossing and a road diet on S Billings Blvd • Conditions on King Ave E • An off-street canal path
Crossing Guard	• Mentioned that students cross from all directions and crossing guard can't see the ones crossing behind her. • Crossing guard parks vehicle near the crosswalk to guide parents to park close to her car.
Safety Busing	• Safety busing is provided for students who live in Meadowlark Trailer Court.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Monday, September 20.**
School Bus Loading	• School buses lined up along the front of the school on S Billings Blvd.
Before/Aftercare Vans	• Before/aftercare vans picked up students in front door of the school.
Family Vehicles	• Families dropped off and pick up students in front of the school on S Billings Blvd and in the back of the school on Newman Ln.
School Staff Roles	• School staff were present supervising students on the playground and outside the front door.
Adult Crossing Guards	• A school crossing guard is posted at intersections of Simpson and S Billings Blvd, Newman Ln and Phillip St, and Calhoun Ln and Phillip St.
Bike Rack Locations and Use	• There are two bike racks around the school, located in front of the school on S Billings Blvd, and on the back of the school.
Students Walking and Biking	• Few students were observed walking and biking.

Priority Concerns at Newman Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

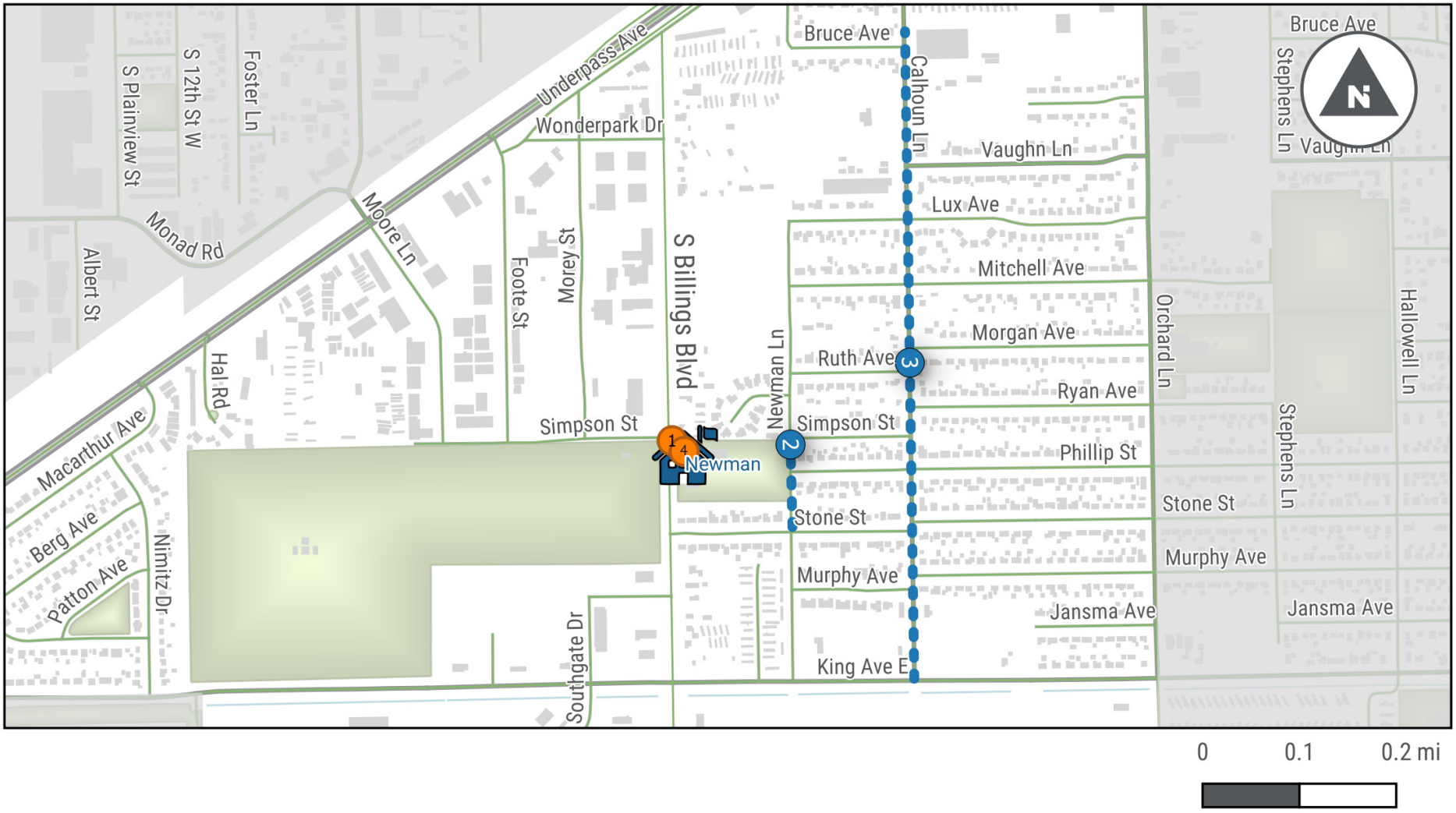
#	Location	Observations	Webmap Comments?
1	S Billings Blvd	• S Billings Blvd has higher traffic volumes and speeds than would be preferred for a student crossing location. • Crossing distances are long and there are no median crossing islands for pedestrians. • Some families were observed parking on the non-school side and double parking, asking students to cross the street without an adult, and making u-turns in front of the school. • Missing sidewalks present a barrier to walking and bicycling to school. • Junkyards are located on both sides of S Billings Blvd, generating high volume of trucks which is creating a barrier for students to walk to school. • Existing off street trail on school side of S Billings Blvd	No
2	Newman Ln	• Some families were observed parking on the non-school side and double parking, asking students to cross the street without an adult, and making u-turns in front of the school. • Sidewalks need repairs or replacement to provide a trip-free route for all users. • Students walk to the back gate fence which is offset from the crossing guard – some students cross at this location instead of walking to the marked crossing. This may have to be closed.	No
3	Calhoun Ln	• Crossing distances are long and there are no median crossing islands for pedestrians. • Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users. • Crosswalk markings across Phillip St are faded. • There is an existing bike lane on Calhoun Ln.	No

Proposed Projects at Newman Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	S Billings Blvd and Simpson	Crossing	• Crossing distances are long and there are no median crossing islands for pedestrians.	• Add pedestrian refuge island to shorten crossing distances and improve pedestrian safety. • Installing RRFB in 2022.
2	Newman Ln	Arrival/Dismissal Behavior	• Some families were observed parking on the non-school side, double-parking, asking students to cross the street without an adult, and making u-turns in front of the school.	• Provide staff monitoring of arrival and dismissal, and provide communication expectations for family vehicles at arrival and dismissal. • Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. • A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
3	Calhoun Ln	Sidewalks	• Sidewalks measure less than the recommended width of 5'. Posts and mailboxes in the sidewalk further impede users.	• Reconstruct sidewalks to provide a wider surface.
4	School site	Bicycle parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Orchard Elementary

Existing Conditions

About the School	
Address	120 Jackson St
Number of Students	Approximately 285
Percentage of Students Eligible for Free and Reduced Lunch	100%
Arrival / Dismissal Times	7:30 and 8:00 AM / 2:00 and 3:00 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
1st Ave South	• 8,300 (between State Ave and 35th St) • 7,900 (between 35th St and 30th St) • 7,900 (between 30th St and 27th St)
State Ave	10,800 (between 1st Ave South and Jackson St) 9,146 (between Jackson St and Riverside Road)
Orchard Ln	• 3,500 (north of Phillip St) • 2,200 (south of Phillip St)
Jackson St	• 3,400 (north of Vaughn Ln) • 1,300 (south of Vaughn Ln)

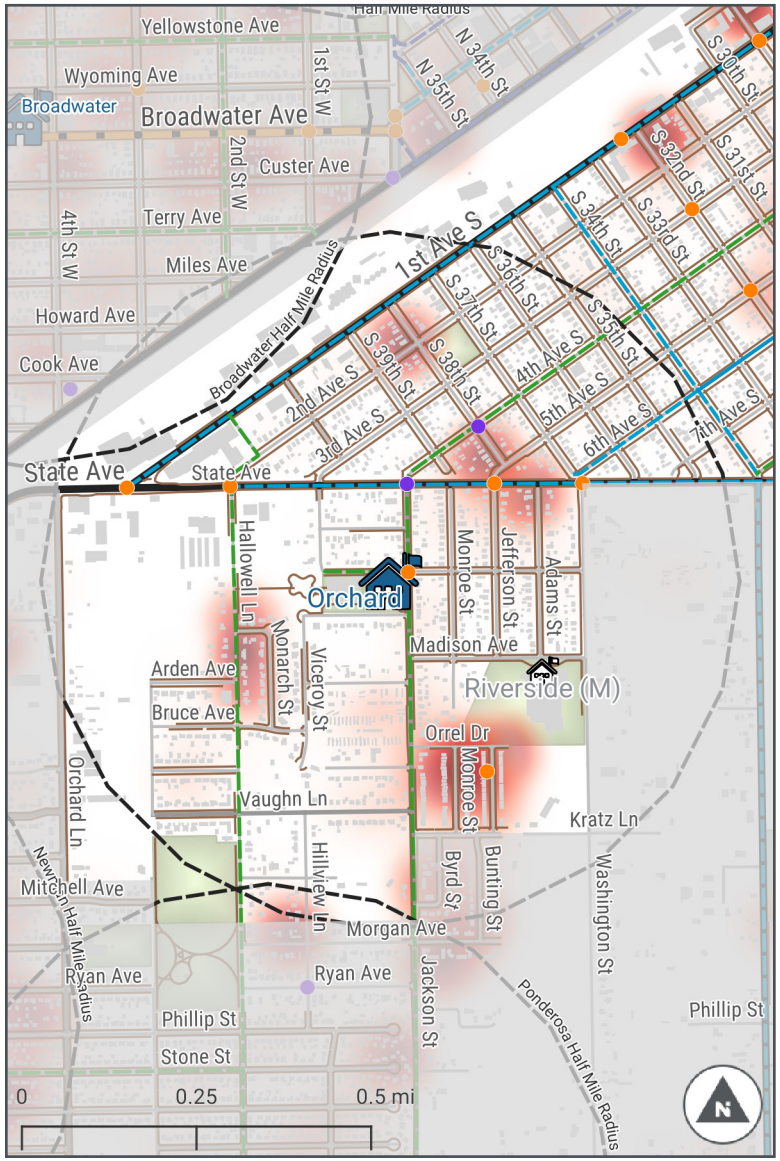
[c]*Source: MDOT Interactive Traffic Web Map*

Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

Existing Conditions Map



Known Safety Concerns at Orchard Elementary

Source of Concern	Safety Concern or Comment
Principal	• Principal is concerned with dismissal, high traffic volume of family vehicles. • Principal is concerned with community perceptions, neighborhood offenders, and students misbehaving on the walk home.
Webmap Survey	There are approximately ten comments in the Orchard Elementary catchment area regarding: • Speeding near Highland Park • Difficult crossing conditions due to driver behavior on Jackson St • A shared use path along a canal • Safe walking facilities and difficulty crossing 4th Ave S • Lack of intersection control on Roosevelt Ave • Difficulty crossing State Ave
Crossing Guard	• Family vehicles make u-turns near the crossing guard crosswalk. • Some drivers/turning drivers do not stop for crossing guard. • High speeds and/or high traffic volumes on Jackson St.
Safety Busing	• No safety busing is provided.

Dismissal Observations

Observation Details	
Observation Date	**The consultant team observed dismissal on Monday, September 20.**
School Bus Loading	• Buses pick up on Roosevelt Ave.
Before/Aftercare Vans	• Aftercare vans picked up students at the north side of the school
Family Vehicles	Families dropped off and pick up students: • Kindergarten – Door #1 • 1st Grade – Door #2 • 2nd Grade – Door #3 • 3rd Grade – Door #4 • 4th Grade – Door #5 • 5th Grade – Door #6
School Staff Roles	• No school staff were involved during the arrival period.
Adult Crossing Guards	• A school crossing guard is posted at the intersection of Jackson St and State Ave, and Jackson St and Frances Ave.
Bike Rack Locations and Use	• There are two bike racks around the school, located in front of the school at Frances Ave, and at the west side of the school.
Students Walking and Biking	• Students were observed walking and biking from all directions.

Priority Concerns at Orchard Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

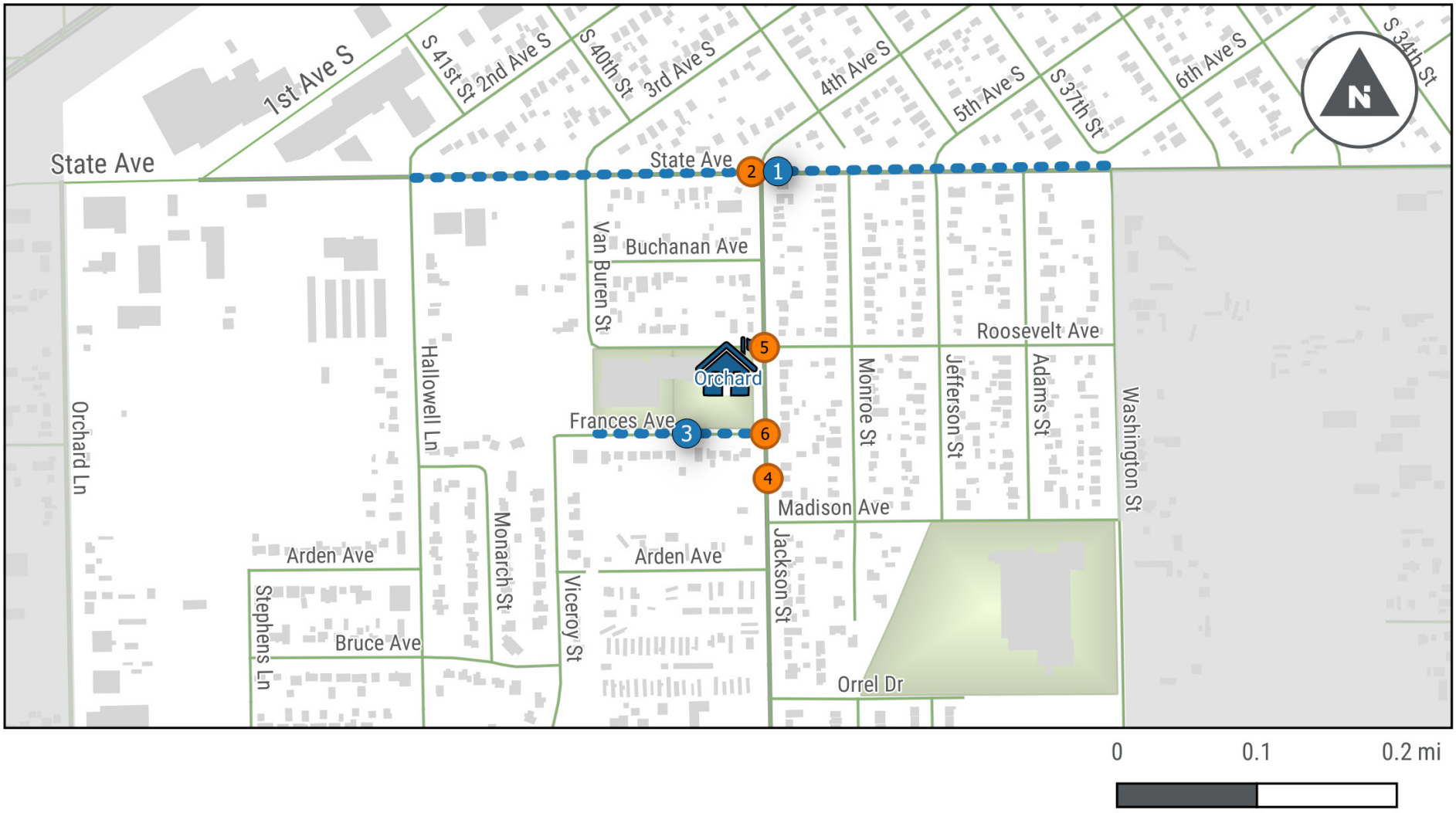
#	Location	Observations	Webmap Comments?
1	State Ave	• State Ave has higher traffic volumes and speeds than would be preferred for a student crossing location. • Crossing distances are long and there are no median crossing islands for pedestrians. • There are no curb cuts at the intersection of State Ave and Jackson St even though there are sidewalks. • State Ave is recommended to be a bike lane from Hallowell Ln to Sugar Ave in the Billings Area Bikeway and Trails Master Plan.	Yes
2	Frances Ave	• Some families were observed parking on the non-school side and double parking, asking students to cross the street without an adult, and making u-turns in front of the school. • There are no marked crossings in front of the school at the intersection of Frances Ave and Jackson St. • Several families parked at 45 degrees in front of the school, causing pedestrian conflicts. • Students were observed jay walking between vehicles to families parking on the non-school side. • No presence of school signage.	No
3	Van Buren St	• Missing sidewalks present a barrier to walking and bicycling to school.	No
4	Hallowell Ln	• Hallowell Ln is recommended to be a neighborhood bikeway from State Ave to King Ave, and a major trailhead improvement in the Billings Area Bikeway and Trails Master Plan.	No
5	Jackson St	• Sidewalks throughout the neighborhood need repair or replacement to provide a safe pedestrian route for all users. • Some existing sidewalks measure less than the recommended width of 5'. • Narrow sidewalks with minimal buffer are present. Curb ramps are missing throughout the neighborhood. Posts and mailboxes in the sidewalk further impede users. • School and crosswalk signage and flashing light not visible, vegetation obstruction. • Vehicles on both sides for pick up. A lot of on-street parking mixed with people picking up. • There are no marked crossings across Roosevelt at the intersection of Roosevelt Ave and Jackson St. • Jackson St is recommended to be a neighborhood bikeway from State Ave to King Ave in the Billings Area Bikeway and Trails Master Plan.	Yes

Proposed Projects at Orchard Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	State Ave	Speeding/Volume	• State Ave has a posted speed limit of 35mph • State street has an ADT of 8,250 at this location.	• State St is a planned bicycle lane in the Billings Area Bikeway and Trails Master Plan. • Study further to find an infrastructure intervention slow speeds on State Ave. to make it safer and more comfortable for school children walking and biking to school. Solution must be compatible with future bike lane.
2	State Ave and Jackson St	Curb Cuts	• There are no curb cuts at the intersection of State Ave and Jackson St even though there are sidewalks.	• Install ADA compliant curb ramps.
3	Frances Ave	Arrival/Dismissal Behavior	• Some families were observed parking on the non-school side and double parking, asking students to cross the street without an adult, and making u-turns in front of the school.	• Provide staff monitoring of arrival and dismissal, and provide expectations for family vehicles at arrival and dismissal. • Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. • Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. • A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
4	Jackson St	Signage	• School and crosswalk signage and flashing light are not visible due to vegetation obstruction.	• Trim vegetation to allow improved visibility for the signage and flashing light on Jackson St.
5	Jackson St and Roosevelt Ave	Crossing	• Curb extensions shorten crossing distances and increase pedestrian visibility.	• Install curb extensions to align with marked crosswalk.
6	Jackson St and Francis Ave	Crossing	• Curb extensions shorten crossing distances and increase pedestrian visibility.	• Install curb extensions to align with marked crosswalk

Proposed Projects Map



Poly Drive Elementary

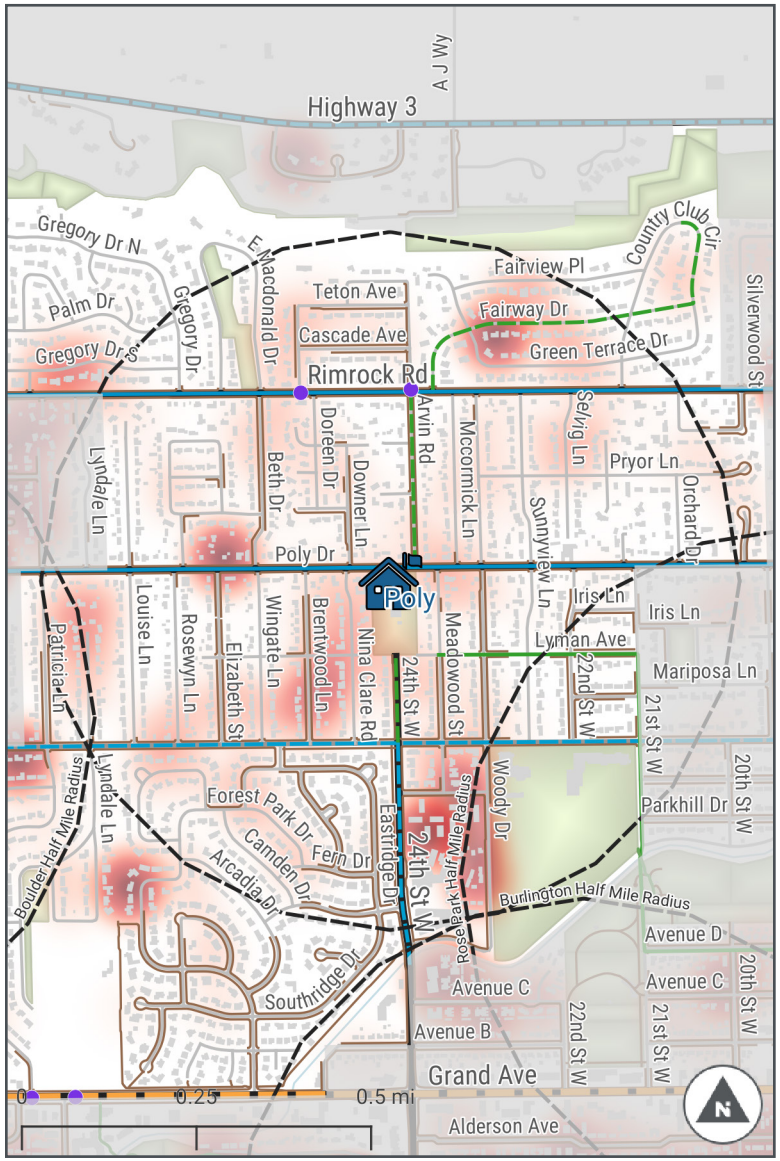
Existing Conditions

About the School	
Address	2410 Poly Dr
Number of Students	Approximately 310
Percentage of Students Eligible for Free and Reduced Lunch	25%
Arrival / Dismissal Times	8:25 AM / 2:20 and 3:05 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Poly Dr	5,000
Rimrock Rd	8,300
Colton Blvd	2,800
Rehberg Ln	• 2,600 (north of Colton Blvd) • 5,300 (south of Colton Blvd)
24th Ave	4,900

[c]*Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Sidewalk
Neighborhood Bikeway

Proposed
Neighborhood Bikeway
Bike Lane

Known Safety Concerns at Poly Drive Elementary

Source of Concern	Safety Concern or Comment
Principal	• No significant safety concerns. Slightly concerned about Rehberg Ln as a high-volume street, which is slightly more than ½ mile to the west.
Webmap Survey	There are approximately 15 comments in the Poly Dr Elementary catchment area regarding: • Nina Clare Rd sidewalk presence and driver behavior • Traffic and crossing challenges on Rimrock Rd • Canal path • Colton Blvd crossing challenges • Neighborhood traffic calming • Poly Dr traffic conditions, bike lane facility, and crossings
Crossing Guard	• Motor vehicles speed on Rimrock Rd going east. Morning light causes visibility concern. • Snow removal creates crossing barriers due to plows using the median on Rimrock Rd to store the snow. This also blocks the crossing on the median, forcing students and families to cross more towards the center of the intersection.
Safety Busing Concern	• No safety busing is provided. One bus is reserved for special circumstances.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Friday, September 24.**
School Bus Loading	• One school bus was lined up along the school-side of Poly Dr.
Family Vehicles	• Families dropped off students in front of the school on Poly Dr, and in the side alley. Parents are not allowed to pull into the school parking lot.
School Staff Roles	• School staff were present at school entrance and outside the front door. • A staff member serves as the crossing guard at Arvin Rd and Poly Dr.
Adult Crossing Guards	• A paid school crossing guard is posted at Rimrock Rd. • Another crossing guard was posted at Arvin Rd and Poly Drive; the responsibility for this crossing guard rotates between staff members.
Students Walking and Biking	• Many students were observed walking and biking to school.

Priority Concerns at Poly Drive Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

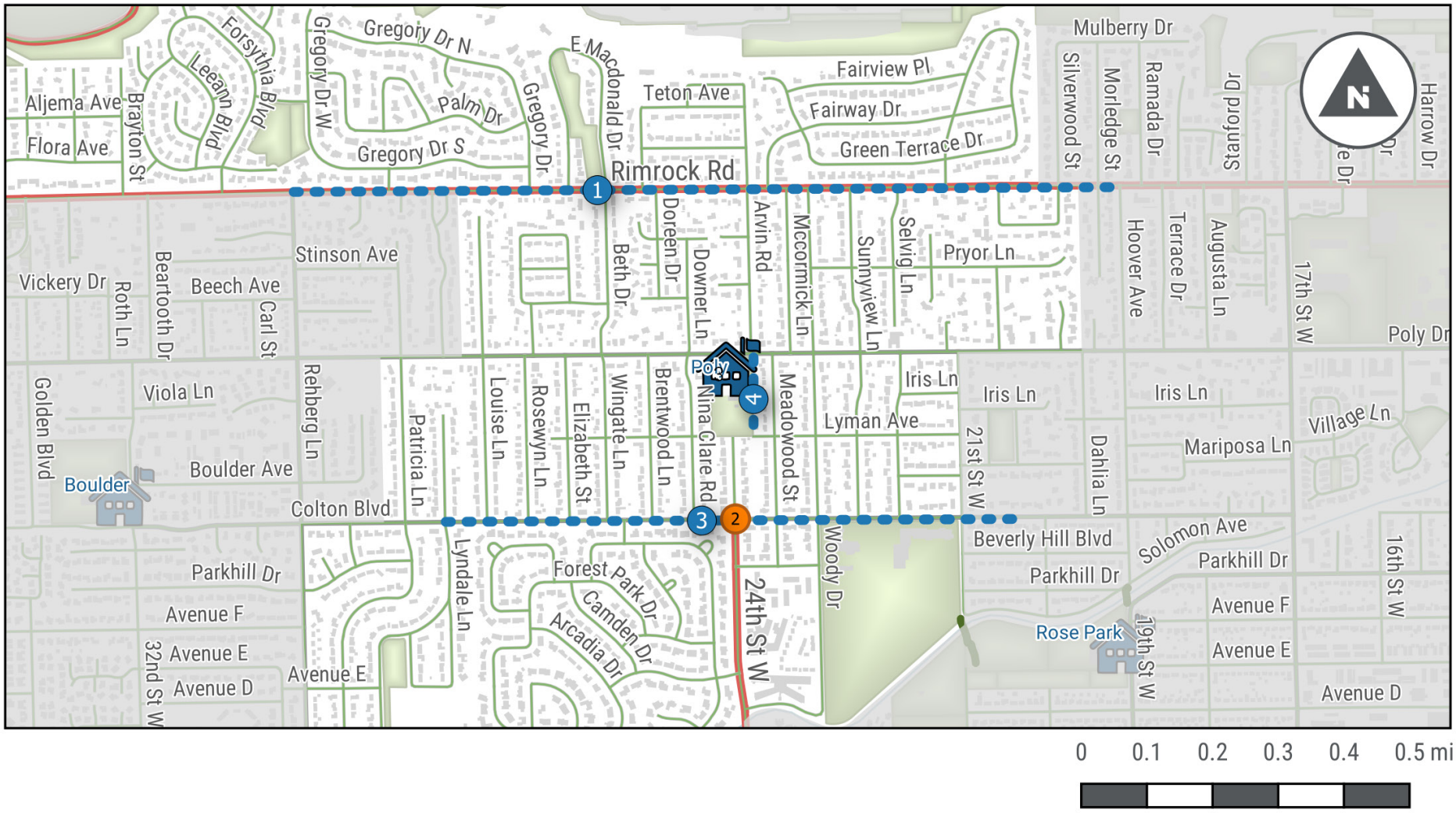
#	Location	Observations	Webmap Comments?
1	Rimrock Rd and Arvin Rd	• Rimrock Rd is a highly-used road for morning commuting. At certain times of the year, the sun causes visibility issues with drivers in the morning.	Yes
2	Colton Blvd and 24th St W	• Colton Blvd is a popular morning commute route.The intersection at 24th St W is a four-way stop, with a high-visibility crossing on the west and north legs of the intersection, and a painted crossing on the south and east legs. • Bike lanes are proposed on Colton Blvd from Rehberg Ln to 17th St W, and on Rehberg Ln.	Yes
3	Woody Dr and Colton Blvd	• Students from apartment complexes south of Colton Blvd often cross at Woody Dr without any crossing infrastructure (aside from curb ramps) and not at 24th St W with existing marked crossing. • A neighborhood bikeway is proposed on Lynman Ave and on 24th St (north of Colton Blvd).	No
4	Side alley to east of school property	• This gravel side alley provides a key off-street connection to Poly Dr Elementary. • A shared use path is proposed in the side alley next to the school. This alley is adjacent to parking for the school.	No
5	Arvin Rd from Rimrock Rd to Poly Dr	• Arvin Rd serves as a key north-south connection to residents north of Rimrock Rd. With the existing crosswalk, median, and crossing guard, this intersection has a high number of students crossing. • Sidewalk curb ramps are not consistent on Arvin Rd between Rimrock Rd and Poly Dr. • Spot improvements are proposed at Poly Drive and Arvin Rd.	Yes
6	Bicycle Racks at Poly Drive Elementary	• Bike racks were located in a small plaza are in the northeast corner of the school grounds, adjacent to Poly Drive. Bike parking racks were approximately a quarter full on day of observation. • Additional bike racks were located in the southeast corner of the school grounds, on the playing field near a break in the fencing. Racks were too close to the fence to use and were empty on day of observation.	No

Proposed Projects at Poly Dr Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Rimrock Rd and Arvin Rd	School Zone signage	• Rimrock Rd has a posted speed limit of 35mph. • This location is halfway in between traffic counts on Rimrock and Rehberg (10,900 ADT), and Rimrock and 17th (12,380 ADT)	• Add school zone flashing beacon on Rimrock Rd. • Study further to find an infrastructure intervention to slow speeds on Rimrock Rd.
2	Colton Blvd and 24th St W	Crossing	• Colton Blvd has a posted speed limit of 35mph. • ADT counts nearby include 5,070 at Colton Blvd and 19th, and 4,030 east of Colton Blvd and Lyndale.	• Remove left turn lane on Colton Blvd turning north on to 24th St W. • Install curb extensions for the west and south legs with lane width reduction. • Construct proposed bike lanes on Colton Blvd from Rehberg Ln to 17th St, and on Rehberg Ln.
3	Colton Blvd between Lyndele and 20th St W	School Zone signage	• Colton Blvd has a posted speed limit of 35mph. • ADT counts nearby include 5,070 at Colton Blvd and 19th, and 4,030 east of Colton Blvd and Lyndale.	• Install a school zone flashing beacon on Colton Blvd. • Implement traffic calming and/or road diet to slow traffic on Colton Blvd.
4	Side alley to east of school property	Trail/path	• Connection from Poly Dr to Lyman Ave is unpaved.	• Formalize side alley as a paved shared use path.

Proposed Projects Map



Ponderosa Elementary

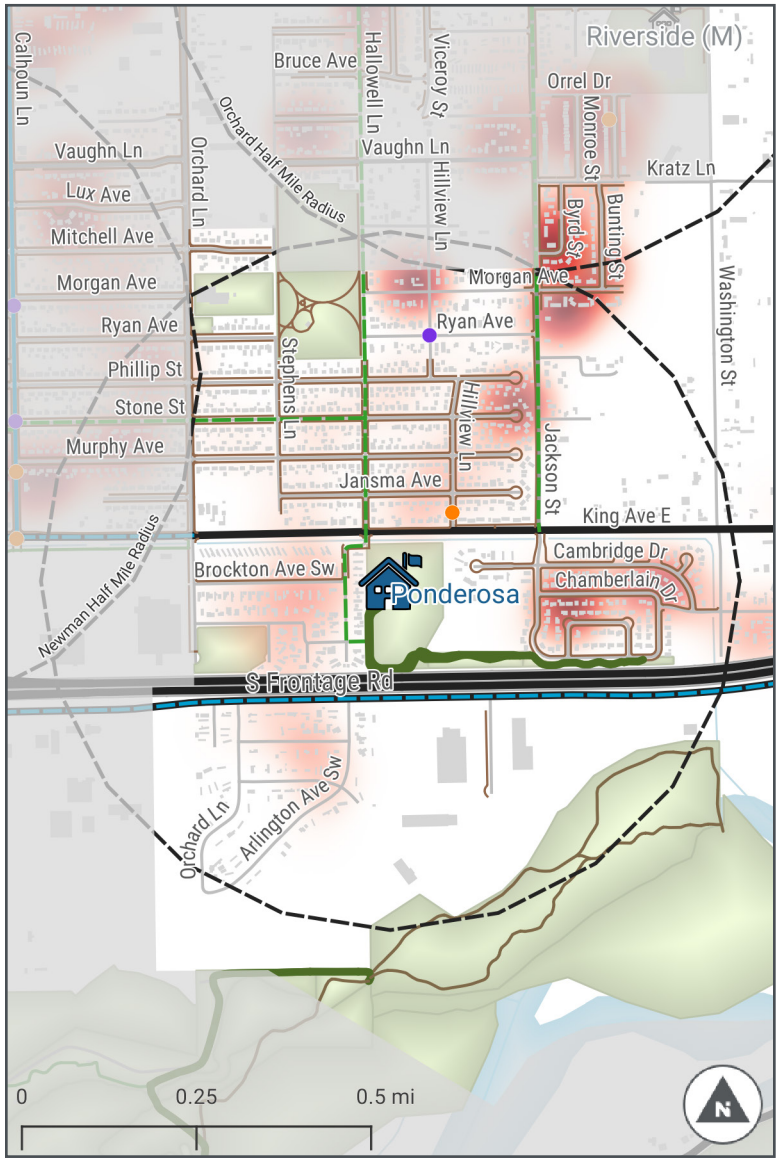
Existing Conditions

About the School	
Address	4188 King Ave E
Number of Students	Approximately 286
Percentage of Students Eligible for Free and Reduced Lunch	100%
Arrival / Dismissal Times	7:40 AM / 2:00 and 2:45 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
King Ave E	4,500

[c]*Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Shared Use Path
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane

Known Safety Concerns at Ponderosa Elementary

Source of Concern	Safety Concern or Comment
Principal	• The shared-use path on King Ave E has helped greatly with safety. • Principal also expressed safety concerns with shared-use path south of the school regarding dangerous behaviors in a grove of trees.
Webmap Survey	There are approximately 11 comments in the Ponderosa Elementary catchment area regarding: • School site traffic congestion and drop-off zone • Shared use path south of school property • Crossing challenges on Hallowell Ln • A canal path • Driver behavior compliance • Crossing at Jackson St and King Ave E
Crossing Guard	• No feedback.
Safety Busing Concern	• Students who live along Frontage Road, to the south of I-90, are safety bused.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Wednesday, September 22.**
School Bus Loading	• School buses entered through the east entrance, separate from car drop-off.
Family Vehicles	• Families dropped off students in front of the school in the parking lot loop. School staff set out orange cones to denote an unloading area to discourage families parking. Some families would still park and unload outside of designated areas.
School Staff Roles	• School staff were present supervising arrival at the front door and at the bus drop-off area.
Adult Crossing Guards	• A school crossing guard is posted at King Ave E and Hallowell Ln.
Students Walking and Biking	• Some students were observed walking and biking with their family on the path along King Ave.

Priority Concerns at Ponderosa Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

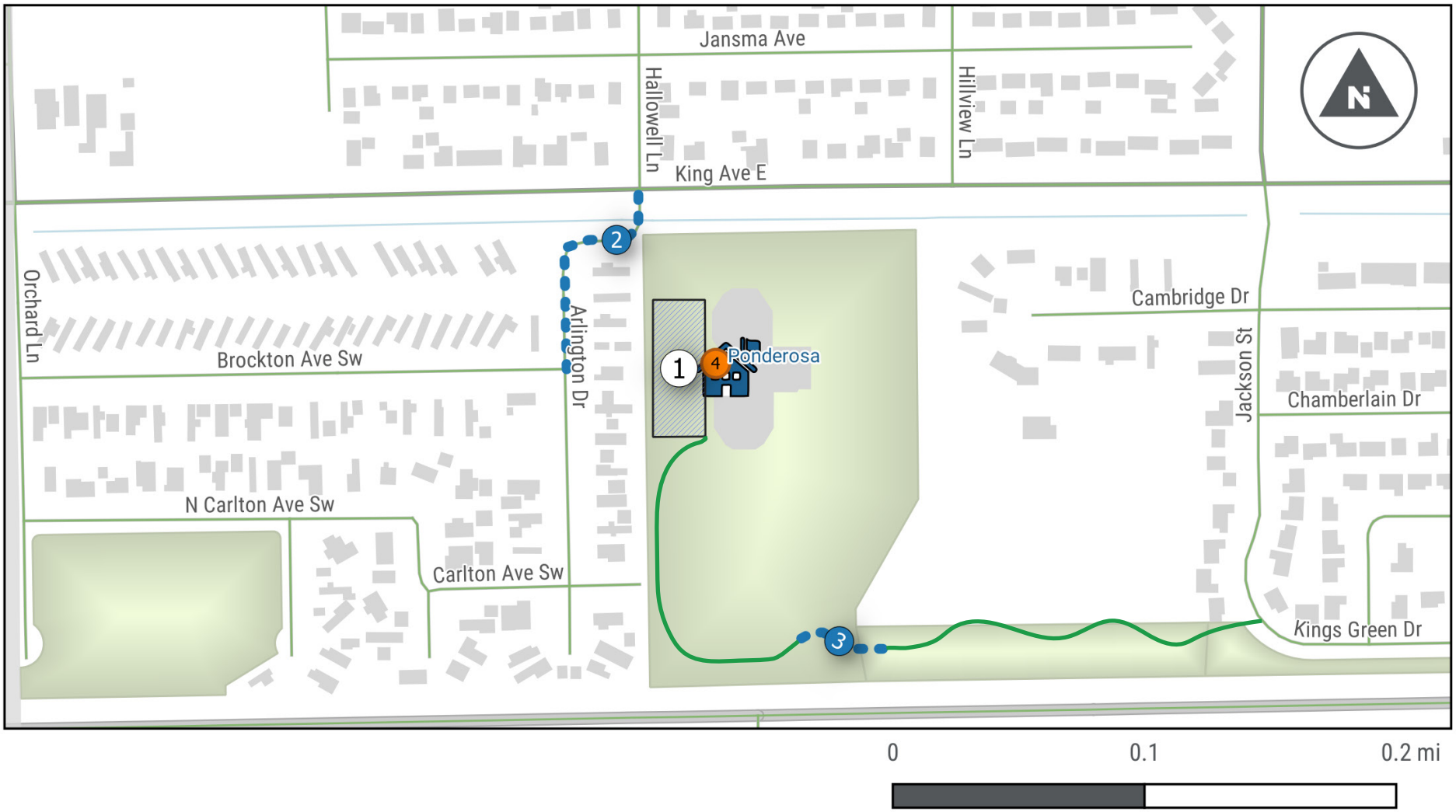
#	Location	Observations	Webmap Comments?
1	School parking lot	• Drop-off in the school parking lot created circulation issues. School staff set out orange cones parallel to the front of the school, creating a drop-off area. Some families were observed double-parking, asking students to cross the street without an adult, creating potential conflicts with motor vehicles as they back up.	Yes
2	King Ave and Arlington Ave SW	• During drop-off, congestion leaving the school due to difficult left turns onto King Ave caused a back-up into the school parking lot and into Arlington Ave SW. • A spot improvement is proposed for King Ave and Hallowell Ln.	No
3	Shared use path south of Ponderosa Elementary	• South of the school grounds is a wide, clean, and new shared use path. However, parents felt unsafe allowing their students to use it due to a grove of trees where hazardous behaviors occurred.	Yes
4	Cambridge Dr and Jackson St	• Jackson St is a key outlet to many families living in the neighborhood. The Cambridge Dr and Jackson St intersection is overbuilt, though, with yellow bollards acting as traffic separation.	No
5	Shared use path from Jackson St to Arlington Ave SW	• A wide, asphalt, recently constructed shared use path provides a key connection to neighborhoods on the south side of King Ave E. However, there is no buffer between the path and the road, and people walking may feel exposed to vehicular traffic. • A shared use path is proposed on King Ave to Sugar Ave. At the time of this report, the path had not extended all the way to Sugar Ave.	No
6	Hallowell Ln from King Ave to Simpson St	• Hallowell Ln serves as a key neighborhood connection; however, sidewalks were narrow and curb radii were wide. • A major trailhead improvement is planned for Morgan Ave and Hallowell Ln. • A neighborhood bikeway is proposed for Hallowell Ln to State Ave.	Yes
7	Bicycle Racks at Ponderosa Elementary	• Existing bicycle racks were located in front area of school. Roughly five bikes were parked on the day of obsevation.	No

Proposed Projects at Ponderosa Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	School parking lot	Arrival/Dismissal Behavior	• Some families were observed double-parking, asking students to cross the street without an adult, making dangerous back-ups.	• Provide staff monitoring of arrival and dismissal, and provide expectations for family vehicles at arrival and dismissal. (Short term) • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short term) • Reserve all parking spots for school staff and to reinforce the drop-off area. (Short term)
2	King Ave and Arlington Ave SW	Congestion	• Vehicular traffic backs up into school parking lot, and traffic volumes on King Ave (6,230 ADT)encourage fast turns during breaks in traffic.	• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short term)
3	Shared use path south of Ponderosa Elementary	Hazardous/illicit activity	• School community does not feel safe near tree grove along path.	• Investigate ownership of land and follow up with actions to clean up area and discourage hazardous activities. (Short term)
4	School site	Bicycle Parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short term)

Proposed Projects Map



Rose Park Elementary

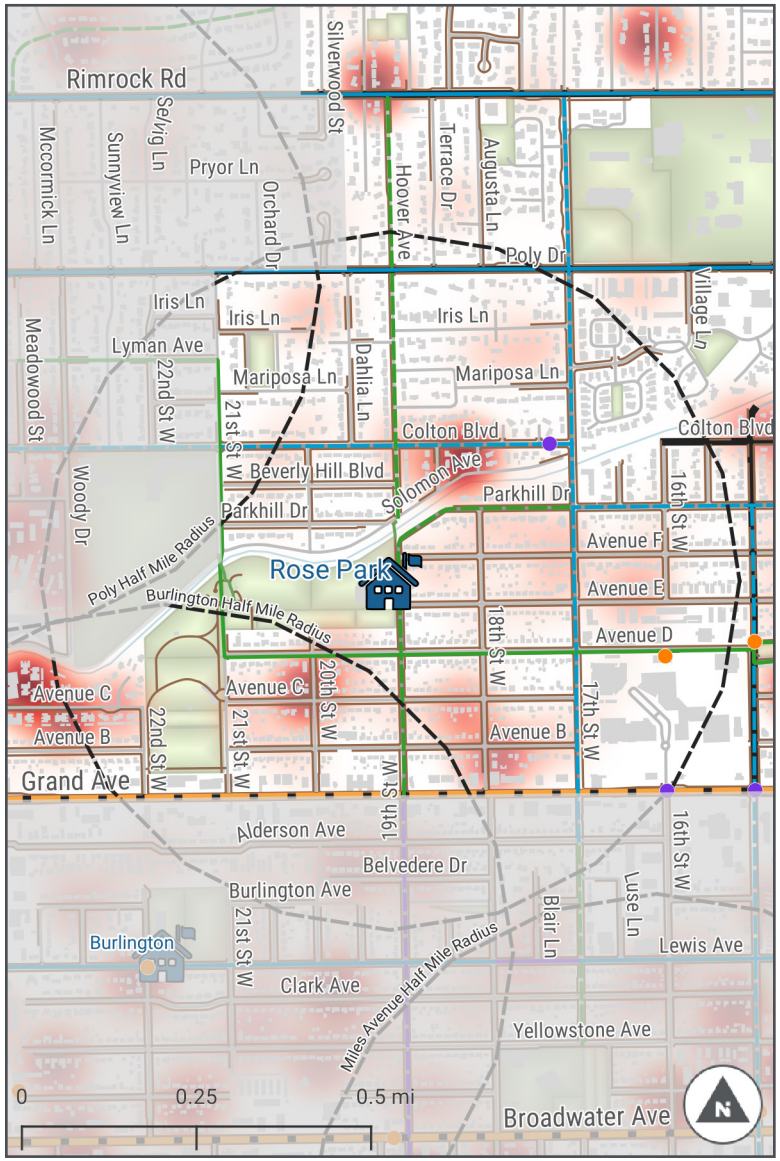
Existing Conditions

About the School	
Address	1812 19th St W
Number of Students	Approximately 245
Percentage of Students Eligible for Free and Reduced Lunch	48%
Arrival / Dismissal Times	8:15 AM / 2:20 and 3:05 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
19th St W	• 1,600 (in front of school) • 2,000 (at Grand Ave)
17th St W	8,900
Colton Blvd	3,600
Poly Dr	6,400

[c] *Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Sidewalk
Neighborhood Bikeway

Proposed
Neighborhood Bikeway
Bike Lane
Shared Lane Marking
Visionary Long Range Bikeway

Known Safety Concerns at Rose Park Elementary

Source of Concern	Safety Concern or Comment
School Secretary	• Families jaywalk across the street in front of the school instead of crossing with the crossing guard. • Families park in the bus zone to drop off or pick up students.
Webmap Survey	There are approximately 16 comments in the Rose Park Elementary catchment area regarding: • An additional bridge over the canal • Continuing the canal path east past 17th St W • Colton Blvd • Poly Dr and 17th St crossing • Traffic control at Parkhill Dr and shared use path at 21st St W
Crossing Guard	• Families jaywalk across the street in front of the school instead of crossing with the crossing guard. • Some drivers go at high speeds on 19th St W
Safety Busing	• No safety busing is provided.

Dismissal Observations

Observation Details	
Observation Date	**The consultant team observed dismissal on Wednesday, September 22.**
School Bus Loading	• One school bus was observed in front of the school on 19th St W in the marked BUS STOP area.
Before/Aftercare Vans	• Aftercare vans picked up students in front of the school on 19th St W in the marked BUS STOP area
Family Vehicles	• At the first dismissal, families in vehicles picked up students from the south entrances of the school. Most family drivers parked in the parking lot or the alley and walked to the school entrance. • At first dismissal, some families parked on 19th St W in front of the school in the areas marked LOADING AND UNLOADING. One or two families parked or stopped in areas they were not supposed to use in front of the school (in the BUS STOP area) or too close to the crosswalk at Ave E. • At the second dismissal, there were fewer family vehicles. Most family vehicles waited on 19th St W near the north entrance.
School Staff Roles	• School staff loaded students onto the correct buses; and • School staff walks up to the bridge over the canal to make sure students cross the bridge safely; and • School staff supervise students on the playground as they wait for parents to pick up.
Adult Crossing Guards	• A school crossing guard is posted at the intersection of 19th St W and Ave E. • An additional school crossing guard is posted at the intersection of Colton Boulevard and 19th St W. • In previous years, there has been a school crossing guard posted at the intersection of Parkhill Dr and 17th St West; however, the school has had trouble finding staff for that intersection and it was unfilled the day of observation.
Bike Rack Locations and Use	• There are 6 bike racks at the school, located in the main parking lot in front of the school. About 10 bikes were parked in the racks the day of observation.
Students Walking and Biking	• Some students were observed walking and biking from school. Some students went west on Ave E, some went north across the canal, and others walked northwest along Parkhill Dr.

Priority Concerns at Rose Park Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

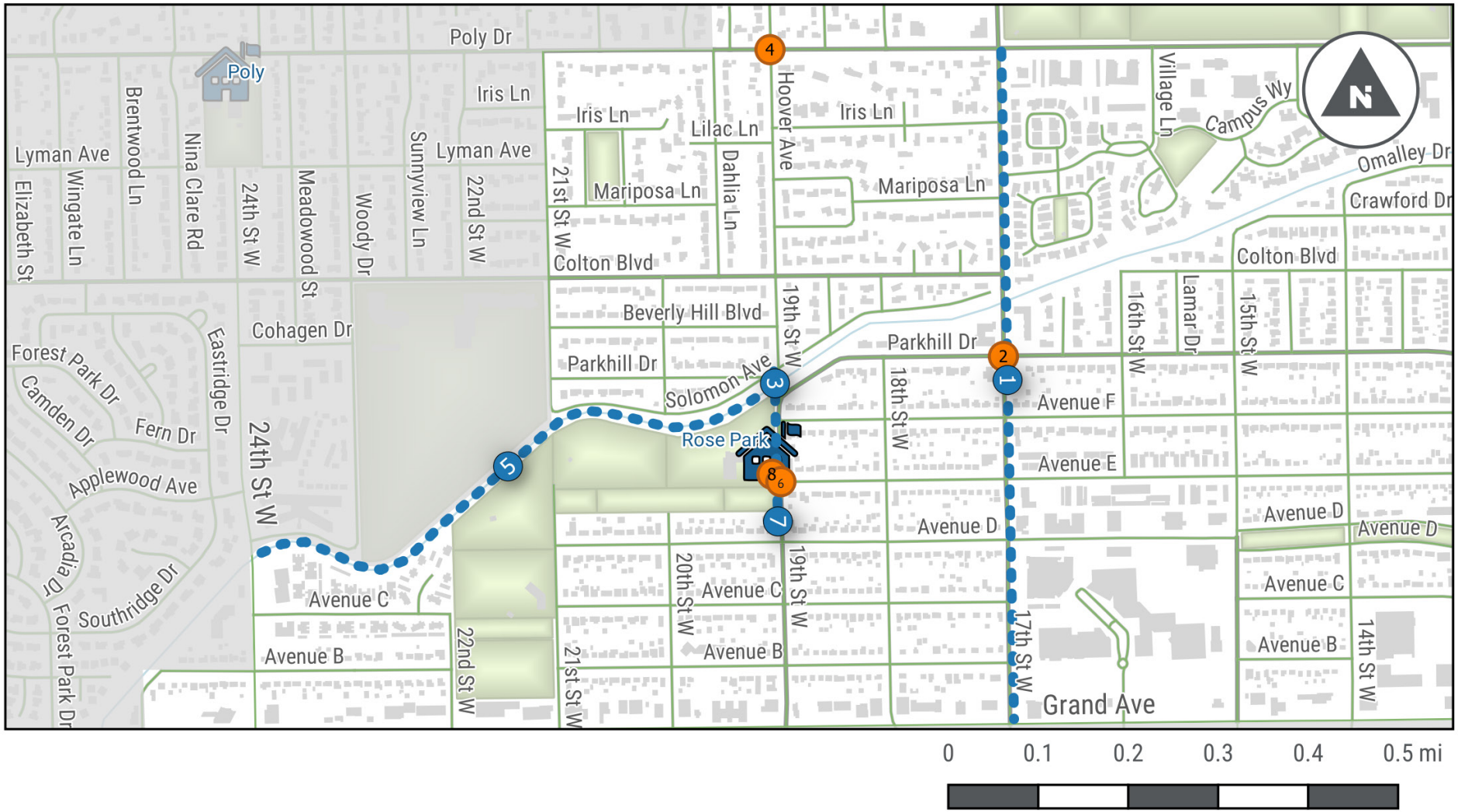
#	Location	Observations	Webmap Comments?
1	Parkhill Drive at 19th St W	• A gap in the sidewalk on the north side of Parkhill Drive near the canal presents a safety concern. The turn in the street reduces the visibility of pedestrians to drivers at this location. Students were observed walking on the grass next to the street.	Yes
2	Parkhill Drive and 17th St W	• 17th St W has higher traffic volumes and speeds than would be preferred for a student crossing location,with two travel lanes and a wide center turn lane. • A crossing guard has been posted at this intersection in previous years. • Crossing distances on 17th St W are long and there are no median crossing islands for pedestrians. • Crosswalks are marked but lack high-visibility markings and advance school crossing signs. • 17th St W is recommended for a "visionary long range bikeway" in the Billings Area Bikeway and Trails Master Plan.	Yes
3	Pedestrian bridge over canal at 19th St W	• The bridge is narrow, measuring 5' across with railings on either side. The design does not allow sufficient space for two pedestrians to pass each other comfortably with shy space, and is not wide enough to serve as a bicycle facility. • 19th St W/Hoover Ave is recommended for a neighborhood bikeway in the Billings Area Bikeway and Trails Master Plan, with a connection across the canal.	Yes
4	Poly Drive and Hoover Ave	• Poly Drive has higher traffic volumes and speeds than would be preferred for a student crossing location,with bike lanes and two parking lanes. • No crosswalks are marked and no school crossing signs are present. • Some students cross the street at this intersection and drivers don't always yield to pedestrians. • 19th St W/Hoover Ave is recommended for a neighborhood bikewayin the Billings Area Bikeway and Trails Master Plan, with a connection across Poly Drive. • One curb ramp is missing on the southwest corner of the intersection.	No
5	Multifamily housing near Avenue C and 22nd St W	• Students living in the multifamily housing units on Avenue C lack a direct route to school due to lack of convenient path connections across Rose Park. A shared-use path is recommended along the irrigation canal in the Billings Area Bikeway and Trails Master Plan.	Yes
6	Rose Park Neighborhood	• In general, the Rose Park is in an excellent neighborhood for walking and biking to school, with few major existing issues. Sidewalks throughout the neighborhood do need repair or replacement to provide a safe pedestrian route for all users. Most existing sidewalks measure less than the recommended width of 5'. Curb ramps are missing throughout the neighborhood. Posts and mailboxes in the sidewalk further impede users.	No
7	Bicycle Racks at Rose Park Elementary	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. About 10 bicycles were parked the day of observation.	No

Proposed Projects at Rose Park Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	Parkhill Dr and 17th St W	Speeding/volume	• 17th St W has a posted speed limit of 35mph. • This location along 17th St has an ADT of 9,910. • 17th St W is a planned Visionary Long Range Bikeway in the Billings Area Bikeway and Trails Master Plan	Reconfigure 17th St W to reduce travel lane width and add sidepath or separated bike lane.
2	Parkhill Dr and 17th St W	Crossing	• A crossing guard has been posted at this intersection in previous years. • Crosswalks are marked but lack high-visibility markings and advance school crossing signs	• Add high visibility crosswalk markings. • Post crossing guard at intersection.
3	Pedestrian bridge over canal at 19th St W	Multi Use Path	• The bridge is narrow, measuring 5' across with railings on either side. The design does not allow sufficient space for two pedestrians to pass each other comfortably with shy space, and is not wide enough to serve as a bicycle facility. • 19th St W/Hoover Ave is recommended for a neighborhood bikeway in the Billings Area Bikeway and Trails Master Plan, with a connection across the canal.	• Reconstruct the bridge with a minimum 14' width to accommodate 2-way bicycle and pedestrian traffic.
4	Poly Drive and Hoover Ave	Crossing	• No crosswalks are marked and no school crossing signs are present. • Some students cross the street at this intersection and drivers don't always yield to pedestrians. • 19th St W/Hoover Ave is recommended for a neighborhood bikeway in the Billings Area Bikeway and Trails Master Plan, with a connection across Poly Drive.	• Add high visibility crosswalk markings and adequate nighttime lighting levels for Hoover Ave/Poly Dr. • When the 19th St W/Hoover Ave bicycle boulevard is constructed, install curb extensions or pedestrian refuge island to improve driver yielding. Consider adding a Rectangular Rapid Flashing Beacon to further improve the safety of the crossing.
5	Multifamily housing near Avenue C and 22nd St W	Multi Use Path	• Students living in the multifamily housing units on Ave C lack a direct route to school due to lack of convenient path connections across Rose Park.	• Build a share-use path along the irrigation canal. Provide connections to the path to ensure it can be used by students getting to and from school.
6	Avenue E and 19th St W	Crossing	• Curb extensions shorten crossing distances and increase pedestrian visibility. • Crosswalk markings across 19th St W are faded.	• Install curb extensions to reduce crossing distances. • Refresh crosswalk markings.
7	19th St W between Avenue F and Avenue D	Speed/Volume	• The relatively wide street encourages speeding.	• Study street further to determine if traffic calming improvements are necessary to slow traffic speeds.
8	School site	Bicycle Parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Some bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Sandstone Elementary

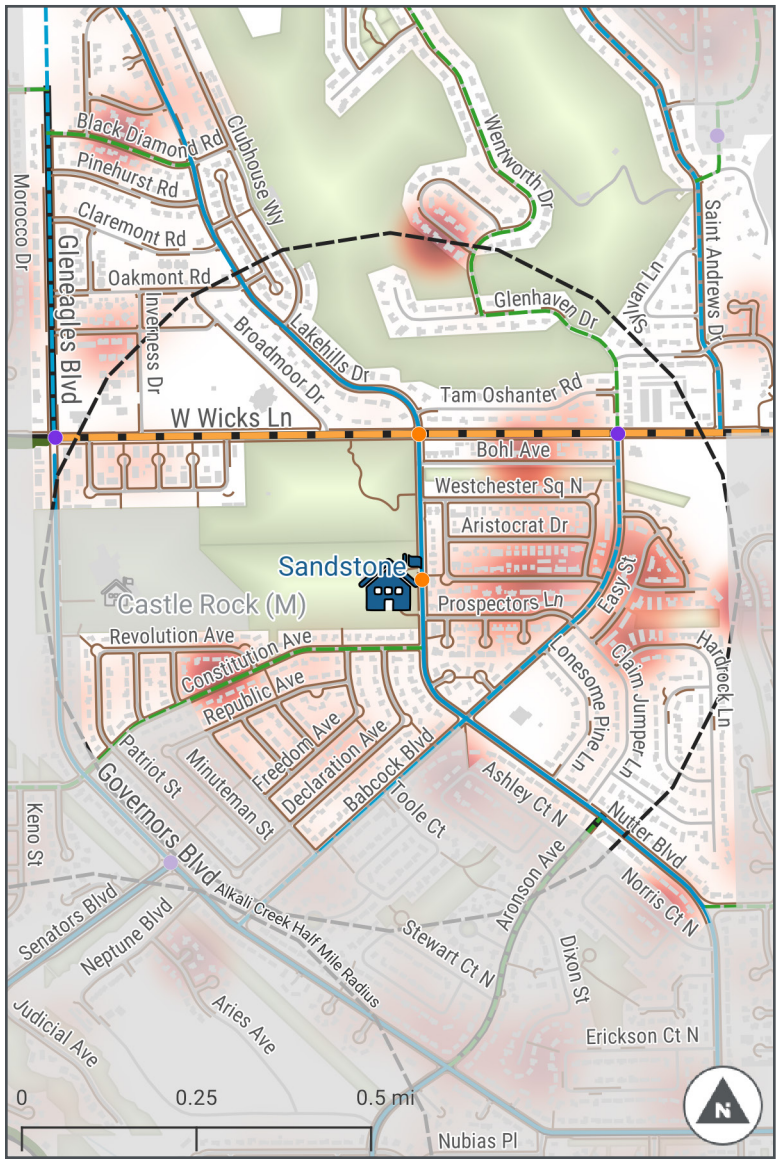
Existing Conditions

About the School	
Address	1440 Nutter Blvd
Number of Students	Approximately 420
Percentage of Students Eligible for Free and Reduced Lunch	38%
Arrival / Dismissal Times	8:20 AM / 2:25 and 3:10 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
W Wicks Ln	• 9,200 (east of Nutter Blvd) to • 4,800 (west of Nutter Blvd)
Nutter Blvd near Wicks Ln	2,100
Babcock Blvd near Wicks Ln	3,700
Saint Andrew's Drive	3,800

[c]*Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Existing Bike Lane
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Visionary Long Range Bikeway

Known Safety Concerns at Sandstone Elementary

Source of Concern	Safety Concern or Comment
Principal	• The intersection of Wicks Ln and Nutter Blvd has a traffic light. Wicks Ln is a high-speed street and at dismissal, some of the students from nearby Skyview High School drive on Wicks Ln in a reckless manner. The principal has assisted students crossing at that intersection due to difficulties in hiring a crossing guard for that location. • Many of the students who do walk to school live in Westchester Square, an affordable housing development across Nutter Blvd from the school. • Some parents have expressed frustration with the traffic in the front parking loop and have helped direct traffic in the past.
Webmap Survey	There are approximately 18 comments in the Sandstone Elementary catchment area regarding: • Traffic conditions and crossing challenges on Governors Blvd at various locations • Claim Jumper Ln: a lack of sidewalks, and a dangerous crossing at Babcock Boulevard • A north-south canal path • Crossing challenges and snow piles on sidewalks on Wicks Ln • Dangerous crossing at Nutter Blvd and Babcock Blvd
Safety Busing	• No safety busing is provided.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Tuesday, September 21.**
School Bus Loading	• No school buses were observed.
Before/Aftercare Vans	• Beforecare childcare vans dropped off students in the front loop.
Family Vehicles	• Most families dropped off students in the front parking loop. Some families also dropped off students on Nutter Blvd, either on the school side, or near the crossing guard so students crossed the street with the crossing guard.
School Staff Roles	• School staff were present supervising students outside the front door.
Adult Crossing Guards	• A school crossing guard is posted on Nutter Blvd at the entrance to the front parking loop. • An additional school crossing guard is supposed to be posted at the intersection of Nutter Blvd and Wicks Ln but that position was unfilled the day of observation due to the labor staffing shortage.
Bike Rack Locations and Use	• There are two bike racks at the school, located near the front door. • There were about 15 bikes parked at the racks the day of observation.
Students Walking and Biking	• Some students were observed walking and biking along Nutter Blvd and coming from the sidewalk cut through from the Westchester Square apartments.

Priority Concerns at Sandstone Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

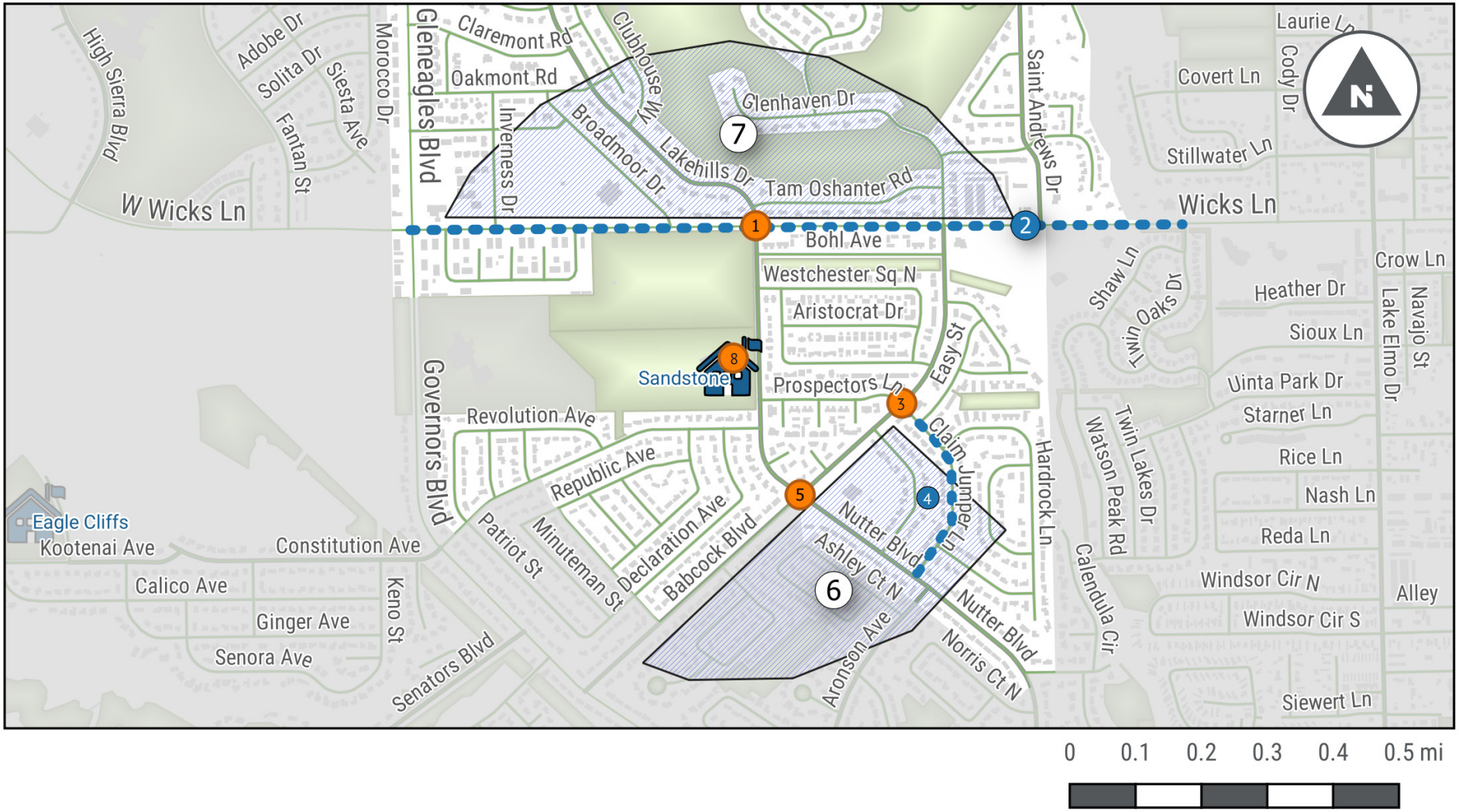
#	Location	Observations	Webmap Comments?
1	W Wicks Ln	• W Wicks Ln is a wide, three-lane street with parking lanes that have very little use. The relatively wide street encourages speeding. • Vehicles appear to exceed the posted speed limit during school arrival and dismissal times. • W Wicks Ln is recommended to have a shared-use path and "visionary long-range bikeway" when the roadway is reconstructed in the Billings Area Bikeway and Trails Master Plan. • The principal said that students from Skyview High School drive recklessly on W Wicks Ln at around the same time that Sandstone Elementary students are walking home from school.	Yes
2	W Wicks Ln and Nutter Blvd	• W Wicks Ln has higher traffic volumes and speeds than would be preferred for a student crossing location. • Crossings distances are long due to multiple turn lanes. • A crossing guard is supposed to be posted at this intersection. The crossings on the north and south legs lack high-visibility markings. There are no advance school crossing signs on any of the approaches to the intersection. • The pedestrian timing did not appear to provide enough time for a crossing guard and child pedestrians to clear the crosswalk.	Yes
3	Nutter Blvd and Babcock Blvd	• Nutter Blvd is a relatively wide street with low use of on-street parking. The relatively wide street encourages speeding. • Crossing distances are long and there are no median crossing islands or curb extensions to lower the speed of traffic on Nutter Blvd.	Yes
4	Babcock Blvd and Prospector's Ln/Claim Jumper Ln	• Babcock Blvd is a relatively wide street with low use of on-street parking. The relatively wide street encourages speeding. • The intersection of Babcock Blvd and Prospector's Ln is marked with a high-visibility crosswalk and school crossing signs on the southwest leg. • Crossing distances across Babcock Blvd are long and there are no median crossing islands or curb extensions to lower the speed of traffic on Babcock Blvd.	Yes
5	Claim Jumper Ln	• Missing sidewalks on Claim Jumper Ln present a barrier to walking and biking to school for students living in this neighborhood.	Yes
6	Bicycle Racks at Sandstone Elementary	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. 15 bicycles were parked the day of observation.	No

Proposed Projects at Sandstone Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	W Wicks Ln and Nutter Blvd	Crossing	• Crossings distances are long due to multiple turn lanes. • A crossing guard is supposed to be posted at this intersection but currently is not due to staffing shortages. • The crossings on the north and south legs lack high-visibility markings. There are no advance school crossing signs on any of the approaches to the intersection.	• Post a crossing guard at the intersection. • Install high-visibility markings and advance school crossing signs on the approaches to the intersection. • Conduct additional analysis to consider removing right turn lanes on the west and east legs of Wicks Ln and construct curb extensions or pedestrian refuge islands to shorten crossing distances and improve pedestrian safety.
2	W Wicks Ln	Speeding	• W Wicks Ln as a posted speed limit of 35mph. • W Wicks Ln as an ADT of 9,910 at this location. • W. Wicks Ln is recommended to have a shared-use path and "visionary long-range bikeway" when the roadway is reconstructed in the Billings Area Bikeway and Trails Master Plan.	• Reduce the number of lanes on W Wicks Ln to slow down traffic.
3	Babcock Blvd and Prospectors Ln/Claim Jumper Ln	Crossing	• Crossing distances across Babcock Blvd are long and there are no median crossing islands or curb extensions to lower the speed of traffic on Babcock Blvd.	• Add curb extensions or pedestrian refuge islands to the north and south legs of Babcock Blvd to shorten crossing distances and improve pedestrian safety.
4	Claim Jumper Ln	Sidewalks	• Missing sidewalks on Claim Jumper Ln present a barrier to walking and biking to school for students living in this neighborhood.	• Build sidewalk on at least one side of the street.
5	Nutter Blvd and Babcock Blvd	Crossing	• Crossing distances are long and there are no median crossing islands or curb extensions to lower the speed of traffic on Nutter Blvd.	• Add curb extensions or pedestrian refuge islands on all legs to shorten crossing distances and improve pedestrian safety.
6	Neighborhoods southeast of Babcock Blvd	Sidewalks	• Missing sidewalks present a barrier to walking and bicycling to school.	• Construct sidewalks on neighborhood streets.
7	Neighborhoods north of Wicks Lane	Sidewalks	• Missing sidewalks present a barrier to walking and bicycling to school.	• Construct sidewalks on neighborhood streets.
8	School site	Bicycle Racks	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.

Proposed Projects Map



Washington Elementary

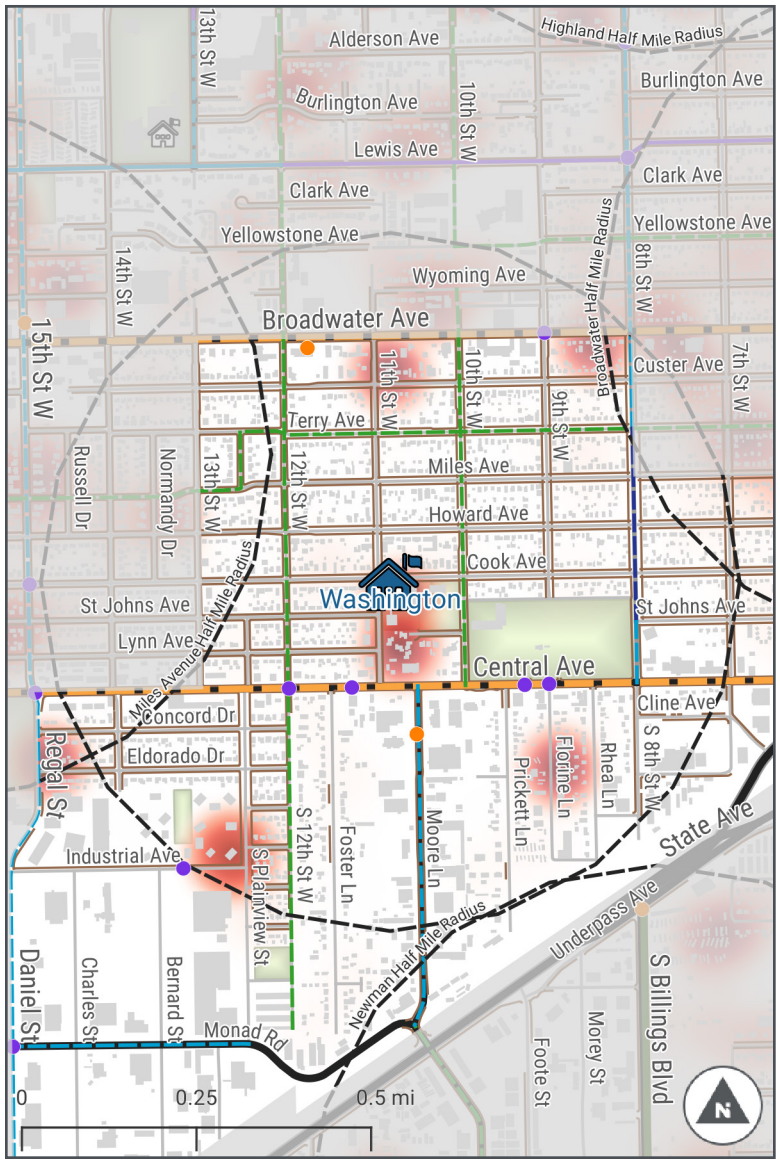
Existing Conditions

About the School	
Address	1044 Cook Ave
Number of Students	Approximately 250
Percentage of Students Eligible for Free and Reduced Lunch	100%
Arrival / Dismissal Times	7:30 and 8:15 AM / 2:05 and 3:05 PM

Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]
Broadwater Ave	19,900
Central Ave	• 13,500 (west of 12th St W) • 20,300 (east of 12th St W)
8th St W	5,100
7th St W	5,300

[c]*Source: MDOT Interactive Traffic Web Map*

Existing Conditions Map



Student Address Heatmap
School Half Mile Buffer
Outside School Boundary
Bike Crash (2016-2020)
Pedestrian Crash (2016-2020)
Speed Limit 35 mph or Greater

Existing
Sidewalk

Proposed
Neighborhood Bikeway
Bike Lane
Buffered Bike Lane
Visionary Long Range Bikeway

Known Safety Concerns at Washington Elementary

Source of Concern	Safety Concern or Comment
Principal	• The principal is concerned about the neighborhood. He feels that some parts of the neighborhood is unsafe for students to walk and bike to school.
Webmap Survey	There are approximately five comments in the Washington Elementary catchment area regarding: • Crossing Central Ave • Crossing opportunities along 8th St W • Crossing Broadwater Ave
Crossing Guard	• Family vehicles make u-turns near the crossing guard crosswalk. • Some drivers/turning drivers do not stop for crossing guard. • High speeds and/or high traffic volumes on 11th St W.
Safety Busing	• No safety busing is provided.

Arrival Observations

Observation Details	
Observation Date	**The consultant team observed arrival on Friday, September 24.**
School Bus Loading	• School buses lined up in front of the school on 11th St W.
Before/Aftercare Vans	• No before/aftercare vans were observed.
Family Vehicles	• For dismissal, families pick up students from the exit closest to their classrooms. • Families dropped off students in front of the school on 11th St W or dropped off near the crossing guard at 11th St W and St Johns Ave so students crossed the street with the crossing guard.
School Staff Roles	• No school staff were involved during the arrival period.
Adult Crossing Guards	• A school crossing guard is posted at the intersection of 11th St W and St. Johns Ave.
Bike Rack Locations and Use	• There is one bike rack around the school, located at the southeast corner of the school in the back.
Students Walking and Biking	• Few students were observed walking and biking.

Priority Concerns at Washington Elementary

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page).

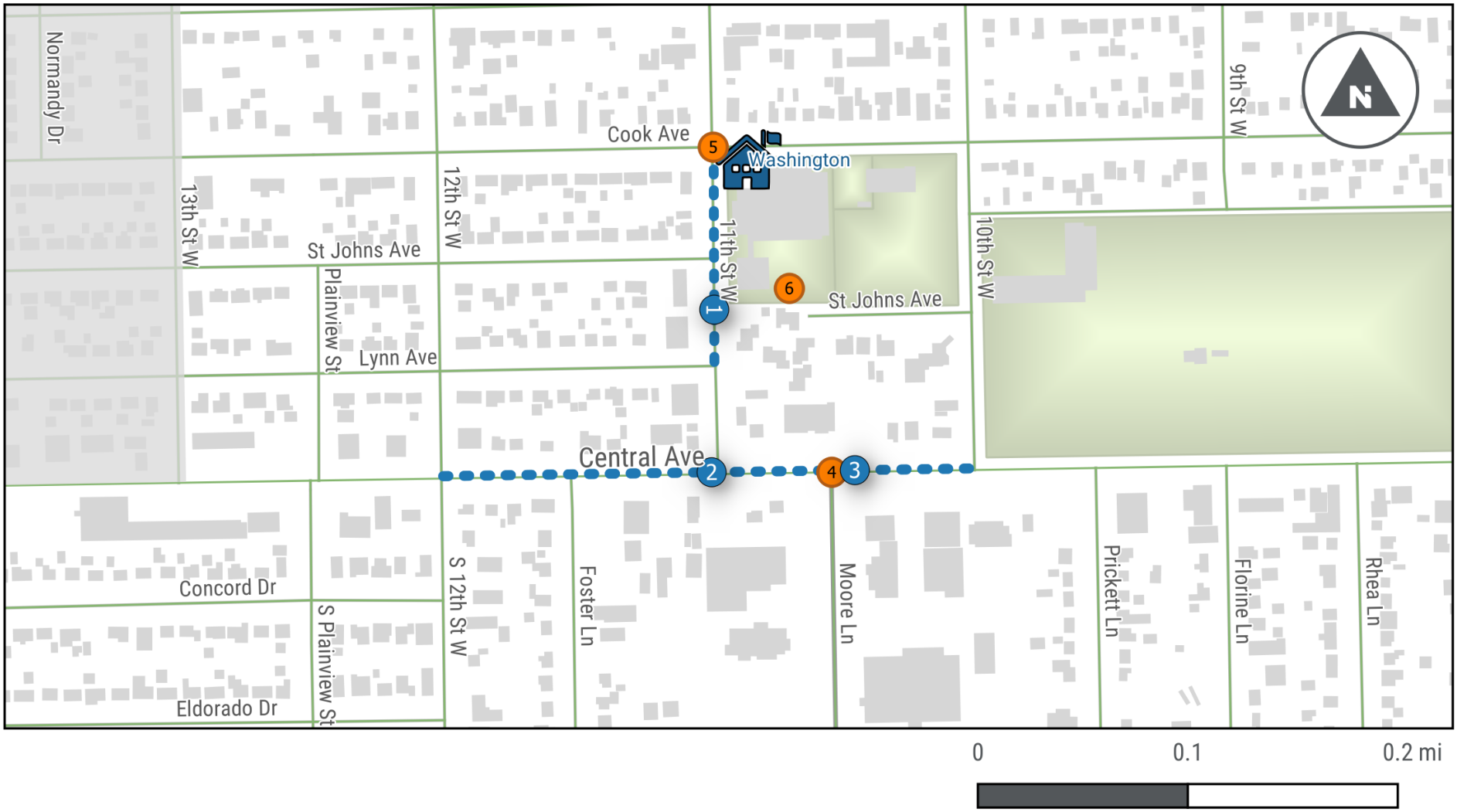
#	Location	Observations	Webmap Comments?
1	Cook Ave	• School staff appears to be parked on the north side of the school. This area should prohibit parking to allow families to drop off on the school side. • There is an uncontrolled intersection at Cook Ave and 11th St W. • Crosswalk markings across 10th St W and 11th St W are faded.	No
2	St Johns Ave and 11th St W	• Some families were observed parking on the non-school side and double parking, making U-turns in front of the school. • No crosswalk is marked on the St Johns Ave leg. • No visible school signage; vegetation obstruction.	No
3	Central Ave and 11th St W	• Central Ave is a high speed and high-volume street. • Crossing distances are long and there are no median crossing islands for pedestrians. • There are no curb cuts at the intersection of 11th St W even though there are sidewalks. • Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users. • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.	Yes
4	Plainview St	• Street network is confusing. Two parallel two-way streets separated by a median. Vehicles seen driving in the wrong directions.	No
5	11th St W	• Some families were observed parking on the non-school side and double parking, making U-turns in front of the school. • Sidewalks are wide without buffer in front of the school.	No
6	8th St W	• Crossing distances are long and there are no median crossing islands for pedestrians. • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • There is a temporary feedback sign on 8th St at the northeast corner of Central Park.	Yes

Proposed Projects at Washington Elementary

The numbered observations and recommendations in the table below correspond to the points in the Proposed Projects Map (shown on final page).

#	Location	Topic	Issue	Recommendation
1	11th St W	Arrival/Dismissal Behavior	• Some families were observed parking on the non-school side, double-parking, and making U-turns in front of the school.	• Provide staff monitoring of arrival and dismissal and provide expectations for family vehicles at arrival and dismissal. • Ideally, all pick-up and drop-off occurs on the school side of the street, or, at a minimum, in locations with safe crossings. Add on-street parking restrictions to facilitate school-side drop off/pick up and crossing at safe locations. • A further evaluation and/or pilot pop-up project should be used to evaluate the effectiveness of any new on-street parking restriction.
2	Central Ave and from 10th to 12th St	Speeding/volume	• Central Ave has a posted speed limit of 35mph. • Central Ave has an ADT of 21,080 at this location.	• Study further to find an infrastructure intervention that deters speeding and makes crossings safer and more comfortable for school children. • Central Ave is recommended as a Visionary Long-Range Bikeway in the Billings Area Bikeway and Trail Master Plan.
3	Central Ave and from 10th to 12th St	Sidewalks	• Narrow sidewalks with minimal buffer next to a busy street, creating an uncomfortable walking/cycling environment. Posts and mailboxes in the sidewalk further impede users.	• Widen sidewalk and provide a wider buffer between the roadway and the sidewalk to encourage children to walk or cycle to school.
4	Central Ave and Moore Ln	Crossings	• Crossing distances are long and there is limited visibility for both drivers and pedestrians.	• At Central Ave and Moore Ln, add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting. • Add pedestrian refuge islands in the Central Ave to shorten crossing distances and improve pedestrian safety. • Study further to find another infrastructure intervention to make crossing safer and more comfortable for school children.
5	Cook Ave and 11th St	Crossing	• Crosswalk markings across 10th St W and 11th St W are faded. • Some students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk.	• Evaluate the need for traffic control improvements and consider an additional crossing guard.
6	Front of school	Bicycle parking	• Existing bicycle racks can damage bikes and make it difficult to securely lock bicycles. Few bicycles were parked the day of observation.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. Add additional bike racks at front of school to accommodate more bicycles.

Proposed Projects Map



Appendix C. Webmap Summary

An interactive webmap was created to gather feedback from students, families, and other community stakeholders about specific locations that may make walking and biking difficult for students and their families. Over 300 respondents used the webmap between October and December 2021, and they left just over 360 comments. These comments were used to help form the project recommendations and are summarized in more detail on the following pages.

The webmap was publicized and distributed through the following means:

- Direct emails and/or Facebook messages to all elementary school PTOs
- Article in the Billings Gazette
- In-person visits to several Title schools by Billings MPO staff
- Emails to all elementary school principals
- Flyers put into student's folders on Walk to School Day
- Morning segment on KTVQ news

The following maps show the distribution and types of comments posted to the webmap.

Students should be able to walk, bike, or roll to school in Billings.

The Billings Safe Routes to School Study is going to help make that possible.

Walking, biking, scooting, and skating are fun and healthy ways for students to get to school in Billings, and can also

- help reduce air pollution,
- build a sense of community,
- encourage and promote safety,
- and save money.

Unfortunately, many students and their families don't feel safe getting to school in these ways because of busy streets, lack of sidewalks, unmarked crossings, or other issues.

The Billings Metropolitan Planning Organization (MPO) is kicking off a Safe Routes to School Study to identify ways to improve walking, biking, and rolling conditions for elementary school students in Billings.

This study has four major tasks:

1. Evaluate current **walking, biking, and rolling** conditions for students in the region
2. Identify **barriers** or **issues** that might discourage students from walking, biking, and rolling
3. Develop a list of **prioritized projects** that can be built to improve walking, biking, and rolling conditions for students
4. Create **walking route maps** for all 22 public elementary schools in Billings

BILLINGS - YELLOWSTONE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

We need you! Your experience and knowledge can take this plan from good to great.

Give us input on the project webmap. Head to tinyurl.com/BillingsSRTS-plan to let us know where you currently walk, where you think there are issues, and what you would need to walk or bike to school more.

Want to learn more?

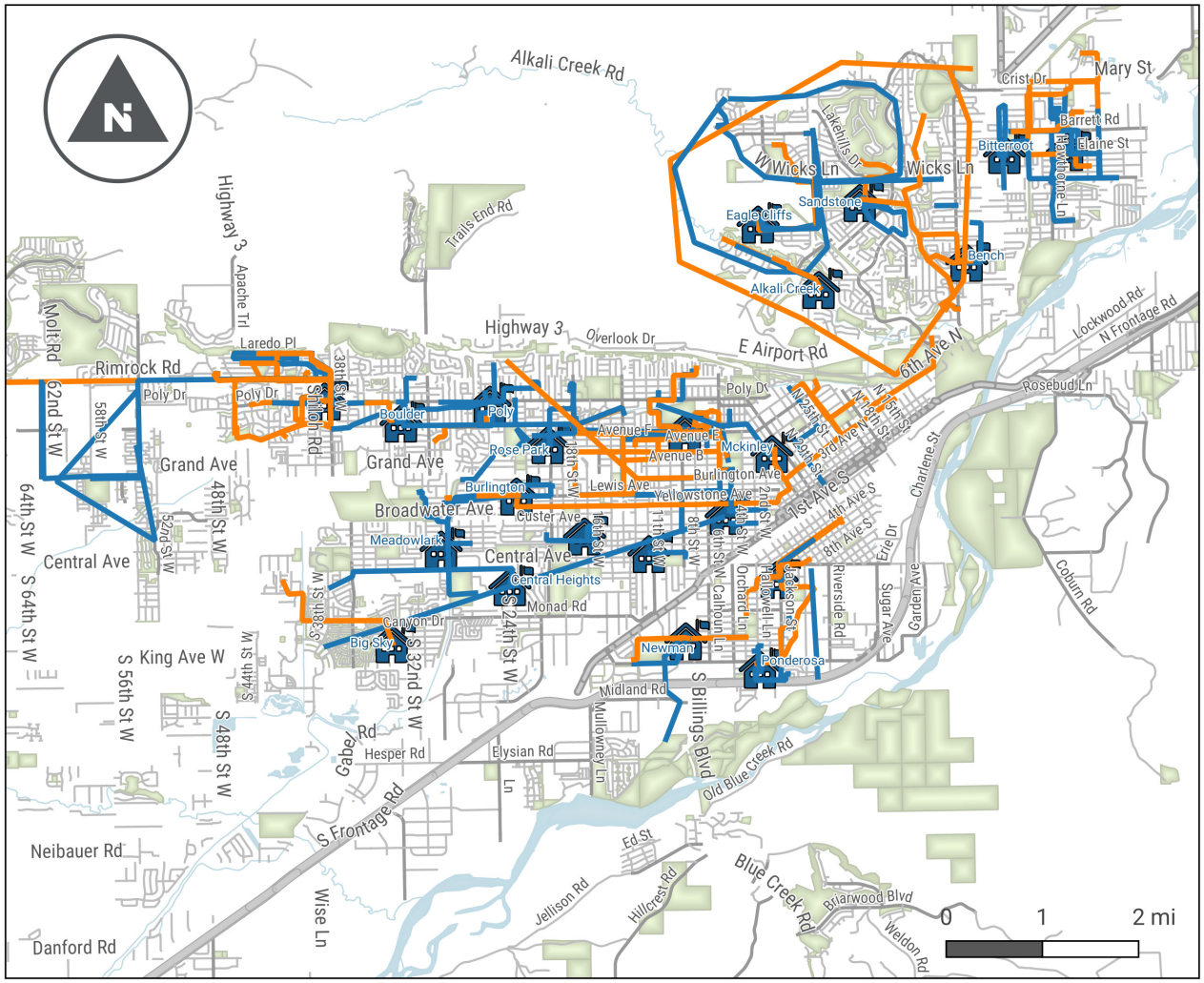
Keep track of the project at tinyurl.com/BillingsSRTS-plan or sign up for updates at tinyurl.com/BillingsSRTS-listserve.

Cut here and use as a bookmark!

Color me in!

Use your favorite colors, and add in your own unique elements, like flowers in the basket, streamers, a bike horn – whatever you like!

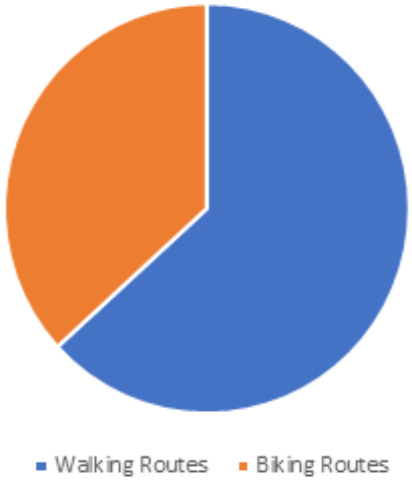
Flyers were handed out to students at all elementary schools to encourage parents to contribute to the interactive webmap.

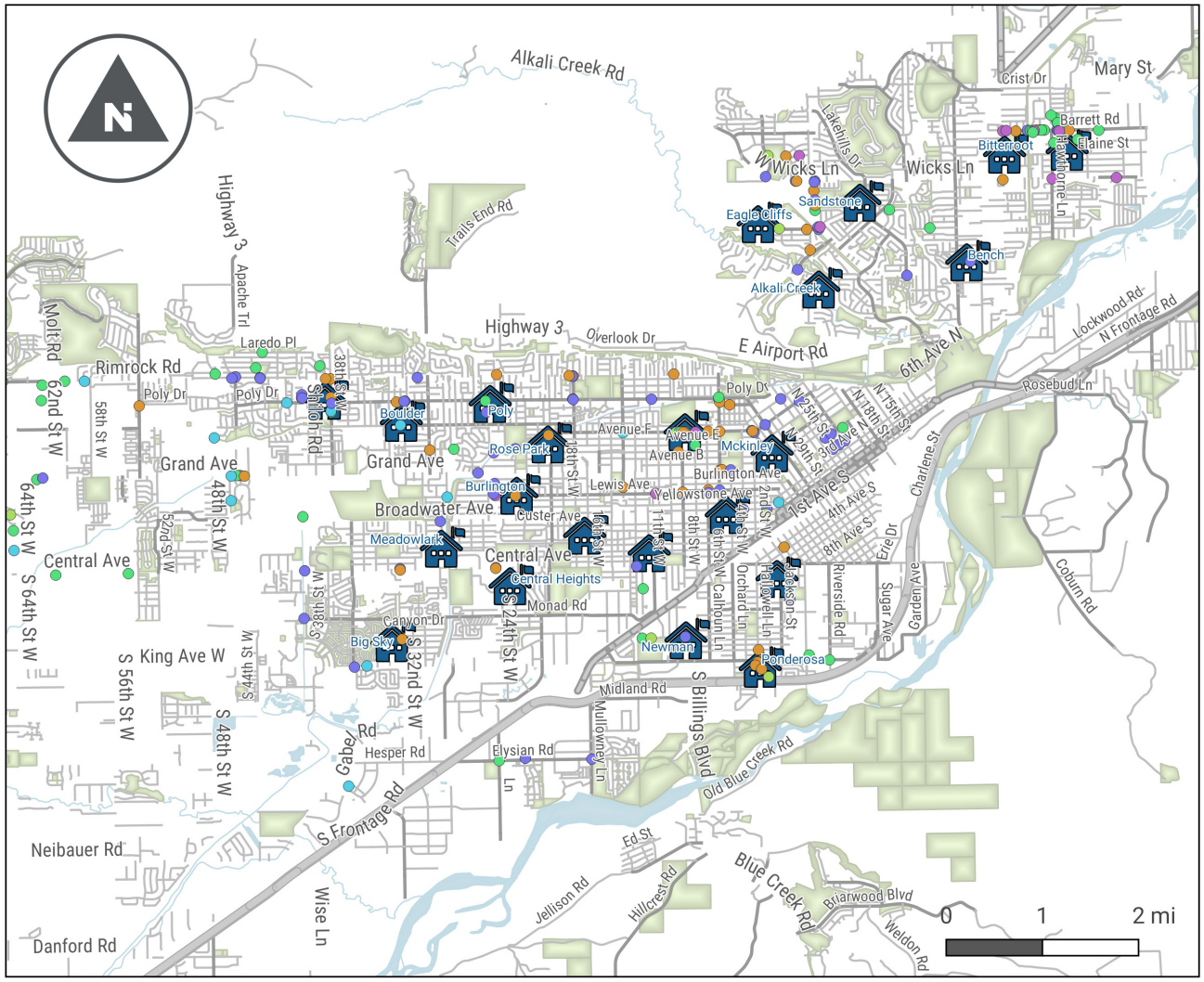


Interactive Webmap Inputs - Lines

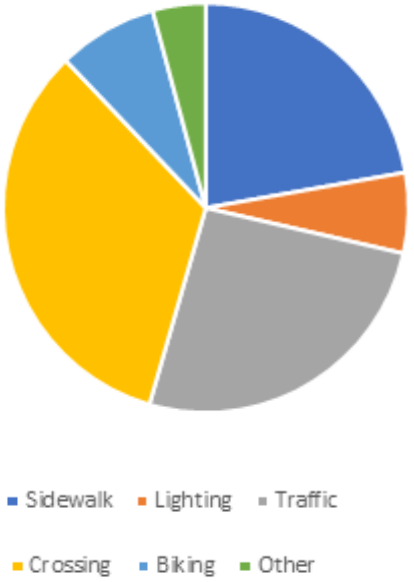
- Routes where I bike or would like to bike
- Routes where I walk or would like to walk

Types of Routes Detailed on the Billings Interactive Webmap





Types of Concerns posted on the Billings Interactive Webmap



Interactive Webmap Inputs - Points

- Bicycling Concern
- Crossing Concern
- Lighting Concern
- Sidewalk Concern
- Traffic Concern
- Other Concern

BILLINGS SAFE ROUTES TO SCHOOL

Plan Update

DRAFT June 2022

City Council Regular

Date:	07/11/2022
Title:	Resolution to Establish Landfill Reserve for Future Capital Expenses
Presented by:	Jennifer Duray
Department:	Public Works
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff recommends City Council reconsider separating tipping fees collected by non-city residents into a separate landfill capital fund.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

At the conclusion of the December 20, 2021 City Council meeting, CM Ewalt proposed a council initiative to set aside 20% of revenues from out-of-city limits customers using the landfill to pay for future capital expenses at the landfill. This initiative was seconded by CM Yakawich and approved by Council.

During the FY 2021 budget process staff recommended Council set out-of-city landfill tipping fees to be 50% higher and out-of-state tipping fees to be 100% higher than in-city fees. This recommendation was inclusive of the 20% CM Ewalt had successfully included in the prior two tipping fee adjustments and increased resources for capital investments at the landfill. Therefore, staff believes we accomplished the Council's direction without adding unnecessary accounting work.

Public Works currently has an average of approximately $6.3 million of capital expenses annually programmed in the five-year Capital Improvement Plan (CIP), as well as planned compactors, grinders, and other large landfill equipment programmed in the Equipment Replacement Plan (ERP). The amount reserved will be utilized for these programmed capital expenses and approved by Council in the CIP and ERP, as well as through Council actions for landfill bid awards, agreements, and purchases of equipment.

ALTERNATIVES

City Council may:

- Approve the resolution establishing a landfill reserve for future capital expenses; or,
- Not approve the resolution. If not approved, the revenues collected from customers who pay outside Billings rates will continue to be used for solid waste personnel, operations and maintenance, capital, and debt service expenses.

FISCAL EFFECTS

The amount generated from twenty (20) percent of all landfill fees accrued from users outside the City of Billings is estimated to be approximately $900,000 annually. There is no actual fiscal impact as establishing the reserve merely requires a shift from the flexibility of spending this revenue on personnel, operations and maintenance, capital, and debt service to be spent only on capital expenses.

Attachments

Resolution

RESOLUTION 22-

A RESOLUTION ESTABLISHING SOLID WASTE LANDFILL RESERVE FOR FUTURE CAPITAL EXPENSES

WHEREAS, the City anticipates a need for construction and improvements of solid waste facilities and operations for providing landfill use to inhabitants of the City of Billings, Montana and its environs; and

WHEREAS, it is essential to the public health, welfare, and safety of the inhabitants of the City of Billings and its environs to provide an adequate and safe solid waste landfill operation and to provide adequate funding to meet the cost of constructing and improving the same; and

WHEREAS, landfill fees are established annually by resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA:

1. That twenty (20) percent of all revenues from landfill fees accrued from users outside of the City of Billings who pay outside Billings rates shall be reserved annually to pay for future capital expenses for City of Billings landfill facilities and operations.

2. That use of this reserve will be designated in the annual capital improvement and equipment replacement plans which are approved by City Council.

APPROVED, AND PASSED by the City Council of the City of Billings this 11th day of July, 2022.

CITY OF BILLINGS

By: _____
William A. Cole, Mayor

ATTEST:

By: _____
Denise R. Bohlman, City Clerk

City Council Regular

Date:	07/11/2022
Title:	Payment of Claims for week of June 6, 2022
Presented by:	Andy Zoeller, Finance Director
Department:	Finance
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends Council approve the Payment of Claims

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Claims in the amount of $1,917,174.53 have been reviewed and are presented for City Council payment approval. A complete listing of the claims for the week are available in the Finance Department.

Payment Approval Process

Every invoice for payment is entered into the City's accounting system and the backup documentation is scanned in and attached (physical invoices, additional e-mails explaining payments, bids, contracts, etc.).
Each invoice goes through a multi-step approval process depending upon the amount of the payment.

First, invoices are entered by the department requesting the payment and the department director or designee must perform an initial review and approval of the purchase. The number of approvals within the department can vary based upon the size of the department, but no less than one approver within each department must verify the payment.

Second, all payments, regardless of size, must be approved by the Purchasing Agent or designee. The Purchasing Agent will review the payment to ensure purchasing procedures are followed and appropriate documentation is attached.

If the payment is greater than $1,000, then it must be approved by the Finance Director or designee.
If that payment is greater than $10,000, then it must be approved by the City Administrator or Assistant City Administrator.

Once all approvals are completed, the payment is able to be made and the Accounts Payable Clerk can print the check. After all checks are printed, a list of all checks in excess of $2,500 is generated and placed on the next City Council meeting for review.

ALTERNATIVES

- No other alternatives were analyzed

FISCAL EFFECTS

Claims have a varying impact on department budgets, but are submitted by the departments and reviewed by Finance staff before being sent to the Council.

Attachments

CouncilMemo wk of 06062022

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	852727	A & E Architects	Tax Incrmnt S	$ 10,209.04	Generational Community Recreation Center design
06/06/2022	852733	Allsteel Inc	Library	$ 4,979.52	NASPO State Contract Library Furniture
06/06/2022	852737	Arconas Corporation	Airport	$ 163,552.27	Hold Room Seating - New Terminal
06/06/2022	852738	Askin Construction	Gas Tax	$ 10,568.53	WO 21-11Highwood Dr Reconstruction
06/06/2022	852738	Askin Construction	Sidewalk Const	$ 2,161.98	WO 21-11Highwood Dr Reconstruction
06/06/2022	852738	Askin Construction	Water	$ 44,508.42	WO 21-11Highwood Dr Reconstruction
06/06/2022	852739	Badger Meter	Wastewater	$ 36,533.00	WO 22-36 WRF Bioreactor Flowmeter
06/06/2022	852745	Brenntag Pacific	Street/Traffic	$ 8,277.00	hicothaw
06/06/2022	852748	Business Tax Section	Ballpark Donate	$ 97.50	level skinned infield at Dehler Park
06/06/2022	852748	Business Tax Section	Facilities	$ 748.12	Hail Repair Damage at Steward Park
06/06/2022	852748	Business Tax Section	Gas Tax	$ 106.75	WO 21-11Highwood Dr Reconstruction
06/06/2022	852748	Business Tax Section	General	$ 68.50	change order #1 business tax grizzly glass llc
06/06/2022	852748	Business Tax Section	Library	$ 57.40	B21112 BT for Midland Mechanical HVAC leak repair
06/06/2022	852748	Business Tax Section	Park Dist 1	$ 155.00	business tax on Grizzly Glass LLC - fitness room windows
06/06/2022	852748	Business Tax Section	Park Dist 1	$ 53.42	installation of playground equipment at Lillis park
06/06/2022	852748	Business Tax Section	Park Dist 1	$ 16.00	installation of playground equipment at Lillis park
06/06/2022	852748	Business Tax Section	Sidewalk Const	$ 21.84	WO 21-11Highwood Dr Reconstruction
06/06/2022	852748	Business Tax Section	Wastewater	$ 5,772.83	WO 19-21: WRF Influent Lift Station
06/06/2022	852748	Business Tax Section	Water	$ 449.58	WO 21-11Highwood Dr Reconstruction
06/06/2022	852748	Business Tax Section	Water	$ 1,189.00	WO 22-11 Staples 6 MG Reservoir Repair
06/06/2022	852758	Chicago Title of MT	CDBG	$ 15,000.00	FTHB Jolene Searle 345 Jefferson
06/06/2022	852762	Community Seven	General	$ 11,939.75	PEG Fees January 1 to March 31, 2022 // 3rd Qtr FY22
06/06/2022	852770	Cy-Corp	Capital Replace	$ 2,350.00	Replacement for Parks Department trailer totaled on November 8, 2021
06/06/2022	852770	Cy-Corp	Property Ins	$ 7,900.00	Replacement for Parks Department trailer totaled on November 8, 2021
06/06/2022	852771	Dakota Supply Group	Wastewater	$ 267.65	SEWER PARTS
06/06/2022	852771	Dakota Supply Group	Water	$ 154.19	1" COMPRSION X MIP ADAPTER CTS
06/06/2022	852771	Dakota Supply Group	Water	$ 576.00	12" X 15" SH REPAIR CLAMP
06/06/2022	852771	Dakota Supply Group	Water	$ 252.09	12"x10" reducer
06/06/2022	852771	Dakota Supply Group	Water	$ 2,553.26	24 X 15 MJ SLEEVE
06/06/2022	852771	Dakota Supply Group	Water	$ 1,710.29	24" X 20" SH CI-FC REPAIR CLAMP
06/06/2022	852771	Dakota Supply Group	Water	$ 2,568.83	3 - 20' sticks of 6" PVC & 2 - 20' sticks of 8" PVC
06/06/2022	852771	Dakota Supply Group	Water	$ 555.64	3/4" EXTENDED CURB VALVE - 10" EXTENSION
06/06/2022	852771	Dakota Supply Group	Water	$ 247.26	3/4" IPS PEP HANDY-LOC X FIP ADAPTER
06/06/2022	852771	Dakota Supply Group	Water	$ 2,949.92	6" X 15" C1 FC REPAIR CLAMP - F1-724 X 15 SH

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	852771	Dakota Supply Group	Water	$ 331.97	MJ GASKETS 16"
06/06/2022	852771	Dakota Supply Group	Water	$ 811.14	WATEROUS 5-1/4" WB67 TRAFFIC REPAIR KIT (K528)
06/06/2022	852775	Desert Mt Corp	Street/Traffic	$ 5,189.47	ice slicer
06/06/2022	852778	Downtown Blgs BID	CDBG	$ 73,135.00	CDBG-CV Grant / DBA-BID / Reimbursement Request #2
06/06/2022	852780	Energy Laboratories	Wastewater	$ 1,462.00	B22050498 WRF lab sample analysis
06/06/2022	852780	Energy Laboratories	Wastewater	$ 904.00	B22050513 WRF lab sample analysis
06/06/2022	852780	Energy Laboratories	Wastewater	$ 1,098.00	B22050563 WRF lab sample analysis
06/06/2022	852780	Energy Laboratories	Wastewater	$ 334.00	B22051069 WRF lab sample analysis
06/06/2022	852781	F M Forklift	Wastewater	$ 29,850.00	WWTP Heli Model CPQYD25-KU1H Forklift Truck 5,000 lbs. lifting capacity
06/06/2022	852783	Finishing Touch Exterior	Facilities	$ 74,063.24	Hail damage repairs at Stewart Park
06/06/2022	852785	First Am Title of MT	CDBG	$ 10,000.00	FTHB Layne Peters 612 S. 32nd St
06/06/2022	852786	Gaynor's Auto Body	Property Ins	$ 3,054.03	Fleet Services Car 1048 P2022-046
06/06/2022	852788	Good Earth Works	Ballpark Donate	$ 9,652.50	level skinned infield at Dehler Park
06/06/2022	852794	Grizzly Glass	General	$ 6,781.50	change order #1 (1% tax taken out)
06/06/2022	852794	Grizzly Glass	General	$ 2,150.00	community center fitness room window replacement
06/06/2022	852794	Grizzly Glass	Park Dist 1	$ 13,195.00	community center fitness room window replacement
06/06/2022	ACH	HDR, Inc	Engineering	$ 1,631.32	WO 20-33 Public Works GIS Services; pmt #28 4/24-5/21/22
06/06/2022	ACH	HDR, Inc	Light Maint	$ 313.71	WO 20-33 Public Works GIS Services, pmt #28 4/24-5/21/22
06/06/2022	ACH	HDR, Inc	P.W. Admin	$ 2,886.16	WO 20-33 Public Works GIS Services; pmt #28 4/24-5/21/22
06/06/2022	ACH	HDR, Inc	Solid Waste	$ 1,380.34	WO 20-33 Public Works GIS Services; pmt #28 4/24-5/21/22
06/06/2022	ACH	HDR, Inc	Storm Sewer	$ 3,670.45	WO 20-33 Public Works GIS Services; pmt #28 4/24-5/21/22
06/06/2022	ACH	HDR, Inc	Street/Traffic	$ 3,293.99	WO 20-33 Public Works GIS Services, pmt #28 4/24-5/21/22
06/06/2022	ACH	HDR, Inc	Wastewater	$ 4,297.88	WO 20-33 Public Works GIS Services; pmt #28 4/24-5/21/22
06/06/2022	ACH	HDR, Inc	Water	$ 13,897.53	WO 20-33 Public Works GIS Services; pmt #28 4/24-5/21/22
06/06/2022	852799	Hydrotech	Water	$ 117,711.00	WO 22-11 Staples 6 MG Reservoir Repair; 1F WO2211 Hydro-Tech
06/06/2022	852801	Iaff	Payroll Clearing	$ 4,752.94	Payroll Summary
06/06/2022	852804	Ingram Library Service	Library	$ 17.71	59248521
06/06/2022	852804	Ingram Library Service	Library	$ 35.39	59248521
06/06/2022	852804	Ingram Library Service	Library	$ 38.74	59248522
06/06/2022	852804	Ingram Library Service	Library	$ 9.59	59248523
06/06/2022	852804	Ingram Library Service	Library	$ 0.06	59248523
06/06/2022	852804	Ingram Library Service	Library	$ 31.82	59248524
06/06/2022	852804	Ingram Library Service	Library	$ 0.40	59248524
06/06/2022	852804	Ingram Library Service	Library	$ 10.02	59248524

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	852804	Ingram Library Service	Library	$ 10.11	59248525
06/06/2022	852804	Ingram Library Service	Library	$ 50.38	59248526
06/06/2022	852804	Ingram Library Service	Library	$ 17.47	59248526
06/06/2022	852804	Ingram Library Service	Library	$ 8.99	59248526
06/06/2022	852804	Ingram Library Service	Library	$ 7.86	59248527
06/06/2022	852804	Ingram Library Service	Library	$ 24.94	59248528
06/06/2022	852804	Ingram Library Service	Library	$ 132.73	59248528
06/06/2022	852804	Ingram Library Service	Library	$ 875.54	59248528
06/06/2022	852804	Ingram Library Service	Library	$ 132.48	59248528
06/06/2022	852804	Ingram Library Service	Library	$ 14.82	59248529
06/06/2022	852804	Ingram Library Service	Library	$ 5.30	59248530
06/06/2022	852804	Ingram Library Service	Library	$ 11.37	59248530
06/06/2022	852804	Ingram Library Service	Library	$ 5.53	59322271
06/06/2022	852804	Ingram Library Service	Library	$ 26.15	59322272
06/06/2022	852804	Ingram Library Service	Library	$ 30.56	59322272
06/06/2022	852804	Ingram Library Service	Library	$ 26.80	59322273
06/06/2022	852804	Ingram Library Service	Library	$ 7.35	59322273
06/06/2022	852804	Ingram Library Service	Library	$ 10.69	59322274
06/06/2022	852804	Ingram Library Service	Library	$ 15.68	59322275
06/06/2022	852804	Ingram Library Service	Library	$ 30.70	59322276
06/06/2022	852804	Ingram Library Service	Library	$ 4.79	59322276
06/06/2022	852804	Ingram Library Service	Library	$ 64.65	59322276
06/06/2022	852804	Ingram Library Service	Library	$ 66.69	59322277
06/06/2022	852804	Ingram Library Service	Library	$ 37.44	59322278
06/06/2022	852804	Ingram Library Service	Library	$ 35.27	59322278
06/06/2022	852804	Ingram Library Service	Library	$ 68.78	59322279
06/06/2022	852804	Ingram Library Service	Library	$ 25.18	59322279
06/06/2022	852804	Ingram Library Service	Library	$ 60.29	59322279
06/06/2022	852804	Ingram Library Service	Library	$ 7.80	59322281
06/06/2022	852804	Ingram Library Service	Library	$ 10.19	59322282
06/06/2022	852804	Ingram Library Service	Library	$ 117.35	59322282
06/06/2022	852804	Ingram Library Service	Library	$ 44.02	59322282
06/06/2022	852804	Ingram Library Service	Library	$ 205.30	59322282
06/06/2022	852804	Ingram Library Service	Library	$ 36.49	59378291

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	852804	Ingram Library Service	Library	$ 32.64	59378292
06/06/2022	852804	Ingram Library Service	Library	$ 49.41	59378293
06/06/2022	852804	Ingram Library Service	Library	$ 33.90	59378294
06/06/2022	852804	Ingram Library Service	Library	$ 14.97	59378295
06/06/2022	852804	Ingram Library Service	Library	$ 14.99	59378295
06/06/2022	852804	Ingram Library Service	Library	$ 10.65	59378295
06/06/2022	852804	Ingram Library Service	Library	$ 14.82	59378296
06/06/2022	852804	Ingram Library Service	Library	$ 53.49	59378297
06/06/2022	852804	Ingram Library Service	Library	$ 15.95	59427931
06/06/2022	852804	Ingram Library Service	Library	$ 10.61	59427931
06/06/2022	852804	Ingram Library Service	Library	$ 331.37	59427932
06/06/2022	852804	Ingram Library Service	Library	$ 17.19	59427932
06/06/2022	852804	Ingram Library Service	Library	$ 179.82	59427932
06/06/2022	852804	Ingram Library Service	Library	$ 585.34	59427932
06/06/2022	852804	Ingram Library Service	Library	$ 419.97	59427932
06/06/2022	852804	Ingram Library Service	Library	$ 9.58	59427933
06/06/2022	852804	Ingram Library Service	Library	$ 23.65	59427934
06/06/2022	852804	Ingram Library Service	Library	$ 17.73	59427935
06/06/2022	852804	Ingram Library Service	Library	$ 20.69	59427936
06/06/2022	852804	Ingram Library Service	Library	$ 11.79	59427937
06/06/2022	852804	Ingram Library Service	Library	$ 10.79	59427937
06/06/2022	852804	Ingram Library Service	Library	$ 172.86	59472664
06/06/2022	852804	Ingram Library Service	Library	$ 150.17	59472664
06/06/2022	852804	Ingram Library Service	Library	$ 37.85	59472664
06/06/2022	852804	Ingram Library Service	Library	$ 90.82	59472664
06/06/2022	852804	Ingram Library Service	Library	$ 24.88	59472665
06/06/2022	852804	Ingram Library Service	Library	$ 8.44	59472666
06/06/2022	852804	Ingram Library Service	Library	$ 13.71	59501817
06/06/2022	852804	Ingram Library Service	Library	$ 20.65	59501818
06/06/2022	852804	Ingram Library Service	Library	$ 81.61	59501818
06/06/2022	852804	Ingram Library Service	Library	$ 29.01	59501819
06/06/2022	852804	Ingram Library Service	Library	$ 30.34	59501820
06/06/2022	852804	Ingram Library Service	Library	$ 33.28	59501821
06/06/2022	852804	Ingram Library Service	Library	$ 10.23	59501822

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	852804	Ingram Library Service	Library	$ 32.18	59501823
06/06/2022	852804	Ingram Library Service	Library	$ 32.65	59501824
06/06/2022	852804	Ingram Library Service	Library	$ 74.08	59501825
06/06/2022	852804	Ingram Library Service	Library	$ 536.15	59501825
06/06/2022	852804	Ingram Library Service	Library	$ 21.99	59501825
06/06/2022	852804	Ingram Library Service	Library	$ 72.00	59501825
06/06/2022	852804	Ingram Library Service	Library	$ 34.00	59620066
06/06/2022	852804	Ingram Library Service	Library	$ 18.96	59620067
06/06/2022	852804	Ingram Library Service	Library	$ 47.53	59620068
06/06/2022	852804	Ingram Library Service	Library	$ 18.60	59620068
06/06/2022	852804	Ingram Library Service	Library	$ 8.89	59620069
06/06/2022	852804	Ingram Library Service	Library	$ 15.05	59620070
06/06/2022	852804	Ingram Library Service	Library	$ 27.09	59620071
06/06/2022	852804	Ingram Library Service	Library	$ 17.10	59620072
06/06/2022	852804	Ingram Library Service	Library	$ 240.31	59620072
06/06/2022	852804	Ingram Library Service	Library	$ 14.80	59620073
06/06/2022	852804	Ingram Library Service	Library	$ 14.72	59620074
06/06/2022	852804	Ingram Library Service	Library	$ 16.66	59620074
06/06/2022	852804	Ingram Library Service	Library	$ 33.17	59620075
06/06/2022	852804	Ingram Library Service	Library	$ 39.69	59322280 Citizen Science Kits
06/06/2022	852805	Intermountain Enviro	Water	$ 3,983.10	WO 19-12 West End Reservoir
06/06/2022	852808	Jack Henry & Assoc	P.W. Admin	$ 4,614.49	remit plus maintenance
06/06/2022	852809	Jares Fence	Property Ins	$ 2,957.00	Pioneer Park: Repair of Fence after Vehicle Drove through it
06/06/2022	852812	Joki & Associates	Gas Tax	$ 12,500.00	WO 09-12 Inner Belt Loop
06/06/2022	852814	JTLS Mechanical	Facilities	$ 4,486.32	May monthly service at Stillwater Building
06/06/2022	852826	Mail Tech Service	Central Services	$ 4,550.35	May 2022
06/06/2022	852836	MFPE	Payroll Clearing	$ 2,741.25	Payroll Summary
06/06/2022	852870	Midland Mechanical	Library	$ 5,682.60	B21112 HVAC leak repair
06/06/2022	852870	Midland Mechanical	Public Safety	$ 912.50	FIRE 4: LABOR TO PULL MOP SINK & PATCH FOUNDATION PENETRATIONS
06/06/2022	852832	Mitchell Instrument	Wastewater	$ 3,843.35	high voltage HiPot Tester for emergency use on 15KV equipment
06/06/2022	852832	Mitchell Instrument	Water	$ 3,843.36	high voltage HiPot Tester for emergency use on 15KV equipment
06/06/2022	852834	Montana CSED	Payroll Clearing	$ 3,696.12	Payroll Summary
06/06/2022	852834	Montana CSED	Payroll Clearing	$ 277.00	Payroll Summary Hatzenbuehler
06/06/2022	852839	Morrison Maierle	Airport	$ 34,768.65	AIP-73 Terminal Expansion - Eligible for Reimbursement

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	852839	Morrison Maierle	Airport	$ 2,941.38	AIP-73 Terminal Expansion - Ineligible for Reimbursement
06/06/2022	852842	MPPA	Payroll Clearing	$ 3,908.80	Payroll Summary
06/06/2022	852835	MT Dakota Utilities	Fleet	$ 5,264.81	061022 PO NUM 314495
06/06/2022	852838	MT State Firemen	Payroll Clearing	$ 4,527.36	Payroll Summary
06/06/2022	852849	NorMont Equip	Street/Traffic	$ 3,605.00	gutter wire for sweeper brooms
06/06/2022	852849	NorMont Equip	Street/Traffic	$ 2,930.00	emulsion for road patcher
06/06/2022	852851	NorthWestern Energy	Library	$ 5,913.11	3039007-4 Library electricity May 2022
06/06/2022	852851	NorthWestern Energy	Park Dist 1	$ 181.33	1141284-8
06/06/2022	852851	NorthWestern Energy	Park Dist 1	$ 498.44	1160780-1
06/06/2022	852851	NorthWestern Energy	Public Safety	$ 374.53	FIRE 6: 0100477-9 - MONTHLY ELECTRIC SERVICES
06/06/2022	852851	NorthWestern Energy	Wastewater	$ 1,238.52	2132749-9
06/06/2022	852851	NorthWestern Energy	Water	$ 591.71	0100478-7
06/06/2022	852859	Record Steel & Const	Wastewater	$ 571,510.32	WO 19-21: WRF Influent Lift Station; 4 WO1921 RSCI
06/06/2022	852860	Rexel USA	Wastewater	$ 384.24	beam clamps for hanging lights in AFT
06/06/2022	852860	Rexel USA	Wastewater	$ 1,984.70	breaker for washer compactor
06/06/2022	852860	Rexel USA	Wastewater	$ 18.72	conduit fittings for AFT light upgrade
06/06/2022	852860	Rexel USA	Wastewater	$ 162.78	copper coat for conduit threads
06/06/2022	852860	Rexel USA	Wastewater	$ 665.73	fuses for drives
06/06/2022	852860	Rexel USA	Wastewater	$ 1,407.34	LS0003 supplies for WTP lift standardizing
06/06/2022	852860	Rexel USA	Water	$ 162.78	copper coat for conduit threads
06/06/2022	852867	Solberg	Public Safety	$ 2,511.31	Tuition FY22 Spring/Summer- Risk Crisis & Communication
06/06/2022	852869	Standard Signs	Airport	$ 3,572.97	Replacement Light Panels
06/06/2022	852871	Steves Install	Park Dist 1	$ 5,288.58	playground installation at Lillis Park
06/06/2022	852871	Steves Install	Park Dist 1	$ 1,000.00	playground installation at Lillis Park
06/06/2022	852871	Steves Install	Park Dist 1	$ 584.00	playground installation at Lillis Park
06/06/2022	852876	TESSCO	Wastewater	$ 947.45	process meter
06/06/2022	852876	TESSCO	Water	$ 1,682.95	electrical supplies for radio work
06/06/2022	852876	TESSCO	Water	$ 947.45	process meter
06/06/2022	852877	The Appraisal Group	Gas Tax	$ 25,000.00	WO 09-12 Inner Belt Loop - IBL Appraisal Update
06/06/2022	852878	The Knox Company	Public Safety	$ 572.00	9005, WI-FI ANTENNA, RUBBER DUCKY, AIR 802
06/06/2022	852878	The Knox Company	Public Safety	$ 481.00	91158 RETROFIT KIT, PCBA, MAIN BOARD, MEDVAULT 2.5 LARGE
06/06/2022	852878	The Knox Company	Public Safety	$ 5,772.00	91160 RETROFIT KIT, PCBA, MAIN BOARD, MEDVAULT 2.5 MINI
06/06/2022	852878	The Knox Company	Public Safety	$ 45.00	SHIPPING - QUOTE QT-KA-38099
06/06/2022	ACH	Town & Country Supply	Fleet	$ 30,944.90	427663 PO NUM 314496

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	Town & Country Supply	Fleet	$ 40,793.21	427857 PO NUM 314487
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 1,025.68	A & I Distributors - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 85.00	A1 Jds Lock - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 185.00	A1 Jds Lock - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 9.99	Albertsons #4025 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 146.63	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 396.38	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 147.99	Amazon.Com*1O7Cl2Hf2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 13.99	Amazon.Com*1Q12K2S92 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 77.92	Americanstr - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 12.63	Amzn Mktp Us*130Ud86O0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 21.95	Amzn Mktp Us*139Us48F1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 152.14	Amzn Mktp Us*1L1Bs9Bo2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 46.93	Amzn Mktp Us*1L1Ve92A1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 47.67	Amzn Mktp Us*1L5V93Ja0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 50.07	Amzn Mktp Us*1L6Cd87U1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 269.71	Amzn Mktp Us*1Q0L28K01 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 173.39	Amzn Mktp Us*1Q2Bx2Uz2 Am - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 163.92	Amzn Mktp Us*1Q4G765H0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 19.98	Amzn Mktp Us*1Q6Ve9Bl2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 55.49	Amzn Mktp Us*1Q7S14Sc1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 322.00	Amzn Mktp Us*1Q8047Bx0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 146.34	Applied Ind Tech 2422 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 48.92	Applied Ind Tech 2422 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 342.84	Applied Ind Tech 2422 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 169.25	Batteries+Bulbs #0253 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 150.00	Bighorn Boots Work Wareh - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 8.05	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 22.83	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 1,799.00	Billings Clinic Ctc - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 17.00	Billings Clinic Homeox - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 214.00	Billings Overhead Door In - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 8.24	C&B Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 113.82	C&B Billings - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Airport	$ (55.29)	C&B Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 345.00	Creative Monograms Smb - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 29.80	Culligan Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 100.99	Dtv*Directv Service - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 95.00	Dxp Enterprises - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 122.34	Ecolab Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 118.86	Ecolab Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 101.11	Ecolab Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 167.09	Ecolab Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 74.84	Edge Construction Supp - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 80.00	Energy Laboratories Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 39.99	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 69.93	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 67.54	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 229.23	Fei, Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 72.21	Fisher'S Technology - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 67.64	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 29.97	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 171.00	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 190.34	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 150.16	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 87.64	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 47.68	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 34.29	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 29.24	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 22.90	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 900.00	In *Beartooth Fire Protec - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 115.36	In *Billings Overhead Doo - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ (115.36)	In *Billings Overhead Doo - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 609.00	In *Billings Overhead Doo - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 40.00	In *Cotter'S Sewer, Septi - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 68.10	Jendco Safety Online - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 1,413.99	Kb Commercial Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 17.98	Lowes #00319* - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 1,623.00	Lp Anderson - Point S, Dt - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 461.20	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 221.12	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 88.13	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 61.83	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 117.54	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 1,426.00	Mph Industries Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 276.00	Mt Dor Revenue Pmt - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 1,440.00	Mt Dor Revenue Pmt - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 477.92	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 435.20	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 18.76	Napa Store 3547007 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 304.95	Nfpa Natl Fire Protect - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 144.60	Norco Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 213.00	North Coast Electric - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 748.16	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 51.57	Office Depot #2135 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 118.43	Partstree.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 1,732.00	Pierce Flooring Design Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 89.48	Purvis Industries 68 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 240.00	Pzg**Mt Dli Ebiz - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 240.00	Pzg**Mt Dli Ebiz - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 240.00	Pzg**Mt Dli Ebiz - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 240.00	Pzg**Mt Dli Ebiz - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 374.00	Redd'S Prints And Signs I - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 105.62	Reynolds Farm Equipment - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 2,567.20	Sherwin Williams 703203 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 2,144.30	Sherwin Williams 703203 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 16.99	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 13.99	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 309.99	Shipton'S Big R-West - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 89.98	Shipton'S Big R-West - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 102.50	Spic And Span - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 93.06	Sq *Montana Seals And Pac - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 1,051.72	State Chemic*State Che - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 315.94	Tacticalgear.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 873.98	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 72.05	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 91.92	The Home Depot 3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 877.55	Tired Iron Tractor Parts - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 89.95	Tlf*Gainans Floral And G - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 79.90	Tlf*Gainans Floral And G - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 12.99	Tractor-Supply-Co #0303 - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 2,000.00	Transportation Security - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 1,360.00	Wilbur Ellis Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 401.08	Www.Nonskidpaint.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	Airport	$ 14.99	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	Ballpark Donate	$ 724.41	In *Canyon Creek Nursery - PCard
06/06/2022	ACH	U.S. Bank PCards	Building	$ 36.50	American Water Technol - PCard
06/06/2022	ACH	U.S. Bank PCards	Building	$ 20.99	Amzn Mktp Us*1O1Br34J0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Building	$ 11.49	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Building	$ 68.13	Denny Menholt Chevrolet - PCard
06/06/2022	ACH	U.S. Bank PCards	Building	$ 226.00	Int'L Code Council Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Building	$ 46.94	Kelley Connect - PCard
06/06/2022	ACH	U.S. Bank PCards	Building	$ 200.00	National Inspection Testi - PCard
06/06/2022	ACH	U.S. Bank PCards	Building	$ 135.02	Northland Automotive - PCard
06/06/2022	ACH	U.S. Bank PCards	Building	$ 43.82	Yellowstone County Treas - PCard
06/06/2022	ACH	U.S. Bank PCards	CDBG	$ 19.49	Amazon.Com*1L28S9M31 - PCard
06/06/2022	ACH	U.S. Bank PCards	CDBG	$ 54.89	Amazon.Com*1L28S9M31 - PCard
06/06/2022	ACH	U.S. Bank PCards	CDBG	$ 12.95	Canva* I03404-23205280 - PCard
06/06/2022	ACH	U.S. Bank PCards	CDBG	$ 2,301.60	Cncs - PCard
06/06/2022	ACH	U.S. Bank PCards	CDBG	$ 8.77	Facebk *3X4Pje7Ss2 - PCard
06/06/2022	ACH	U.S. Bank PCards	CDBG	$ 75.00	Facebk *Xdrp3Exrs2 - PCard
06/06/2022	ACH	U.S. Bank PCards	CDBG	$ 191.05	Fisher'S Technology - PCard
06/06/2022	ACH	U.S. Bank PCards	CDBG	$ 60.00	Market Deli And Catering - PCard
06/06/2022	ACH	U.S. Bank PCards	CDBG	$ 23.40	Sq *Rail//Line Coffee - PCard
06/06/2022	ACH	U.S. Bank PCards	CDBG	$ 14.40	Sq *Rock Creek Coffee Roa - PCard
06/06/2022	ACH	U.S. Bank PCards	Central Services	$ 520.08	360 Office Solutions Inc - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Central Services	$ 173.36	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Court Grants	$ 157.68	Albertsons #0038 - PCard
06/06/2022	ACH	U.S. Bank PCards	Court Grants	$ 24.43	Albertsons #4041 - PCard
06/06/2022	ACH	U.S. Bank PCards	Court Grants	$ 53.04	Albertsons #4041 - PCard
06/06/2022	ACH	U.S. Bank PCards	Court Grants	$ 119.40	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Court Grants	$ 20.00	Sq *The Grand Escape Room - PCard
06/06/2022	ACH	U.S. Bank PCards	Court Grants	$ 40.00	Sq *The Grand Escape Room - PCard
06/06/2022	ACH	U.S. Bank PCards	Court Grants	$ 159.36	Wal-Mart #1956 - PCard
06/06/2022	ACH	U.S. Bank PCards	Court Grants	$ 15.55	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 63.80	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 49.50	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 19.96	Albertsons #0630 - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 19.96	Albertsons #0630 - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 1,199.00	Consensusdocs - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 74.94	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 182.43	Davis Instruments - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 9.39	Fisher'S Technology - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 211.36	Heritage Inn Great Fal - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 317.04	Holiday Inn Downtown Mis - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 317.04	Holiday Inn Downtown Mis - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 293.52	In *Timemark Incorporated - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 99.84	Selby'S - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 19.68	Selby'S - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 13.92	Wm Supercenter #2923 - PCard
06/06/2022	ACH	U.S. Bank PCards	Engineering	$ 15.55	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	EOC 911	$ 465.00	Priority Dispatch Corp - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 75.00	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 12.50	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 100.58	Ace Electric - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 90.00	Ace Electric - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 301.00	Action Electric - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 250.00	Air Controls-Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 100.00	Air Controls-Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 100.00	Air Controls-Billings - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 193.60	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 144.45	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 144.45	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 144.45	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 193.60	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 193.60	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 169.00	Amzn Mktp Us*1Q7Wt6611 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 569.00	Bargreen Ellingson #11 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 99.00	Cbi*Draftsight - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 54.85	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 112.02	Ecolab Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 151.20	Ecolab Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 1,545.00	Ecolab Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 350.16	Ecolab Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 302.40	Ecolab Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 44.80	Ferguson Ent - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 128.50	Firemaster - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 390.00	Garden Avenue Greenhous - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 82.56	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 21.46	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 163.50	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 345.38	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 6,164.48	Graybar Electric - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ (37.99)	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 58.98	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 37.99	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 37.99	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 18.96	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 73.92	Kb Commercial Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 30.84	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 32.96	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 56.75	Montana Broom & Brush Co1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 602.53	Montana Broom & Brush Co1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 96.13	Montana Broom & Brush Co1 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 35.88	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 195.45	Sq *Rolling Right Door Se - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 180.00	Sq *Rolling Right Door Se - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 120.00	Sq *Skyline Services, Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 940.00	Sq *Skyline Services, Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 2,100.88	State Chemic*State Che - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 118.05	The Webstaurant Store Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 18.00	West End Lock And Secur - PCard
06/06/2022	ACH	U.S. Bank PCards	Facilities	$ 657.00	West End Lock And Secur - PCard
06/06/2022	ACH	U.S. Bank PCards	Fire Grants	$ 58.10	Fedex 272489682040 - PCard
06/06/2022	ACH	U.S. Bank PCards	Fire Grants	$ 820.00	Rogue - PCard
06/06/2022	ACH	U.S. Bank PCards	Fire Grants	$ 1,750.00	Sq *Motoshippers Llc - PCard
06/06/2022	ACH	U.S. Bank PCards	Fleet	$ 20.85	Amzn Mktp Us*1L6Oz3Hd0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Fleet	$ 455.00	Amzn Mktp Us*1L76Y17V2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Fleet	$ 228.28	Amzn Mktp Us*1O0E04Kx2 Am - PCard
06/06/2022	ACH	U.S. Bank PCards	Fleet	$ 17.99	Amzn Mktp Us*1O5M133K2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Fleet	$ 127.97	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Fleet	$ 20.80	Sams Club #4805 - PCard
06/06/2022	ACH	U.S. Bank PCards	Fleet	$ 29.99	The Wave And Rocky Toppe - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 143.49	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 43.35	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 40.42	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 27.40	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 42.07	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 25.98	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 164.54	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 45.00	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 258.32	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 45.00	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 29.94	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 288.39	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 27.25	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 14.99	Adobe *800-833-6687 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 52.99	Adobe Creative Cloud - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	General	$ 54.99	Adobe Creative Cloud - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 58.42	Adobe Creative Cloud - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 52.99	Adobe Creative Cloud - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 54.99	Adobe Creative Cloud - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 14.99	Adobe Pdf Pack Subs - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 10.27	Albertsons #0038 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 15.26	Albertsons #0038 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 44.46	Albertsons #0038 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 28.49	Albertsons #0038 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 71.97	Albertsons #0038 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 55.39	Albertsons #0038 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 15.47	Albertsons #4025 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 10.62	Albertsons #4025 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 29.45	Albertsons #4041 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 19.12	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ (29.95)	Amazon.Com Amzn.Com/Bill - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 73.24	Amazon.Com*136Gr54Q0 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 397.78	Amazon.Com*139Nq1D91 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 29.95	Amazon.Com*1L31Y1Hx1 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 104.97	Amazon.Com*1L6Ny4Kc1 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 59.95	Amazon.Com*1Q1D13T41 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 909.95	Amc 88050 Group Sales - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 75.00	American Assoc Of Code - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 492.00	American Red Cross - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 300.00	American Red Cross - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 455.00	American Society Of Land - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 4.99	Ampd Resistance - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ (6.98)	Amzn Mktp Us - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ (547.98)	Amzn Mktp Us - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 33.80	Amzn Mktp Us*1345I1R32 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 363.64	Amzn Mktp Us*136Aq65D2 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 9.97	Amzn Mktp Us*136Nr9D31 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 15.99	Amzn Mktp Us*137Q39Wg0 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 13.49	Amzn Mktp Us*139G458J0 Am - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	General	$ 7.99	Amzn Mktp Us*1L00Z4Mx2 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 41.50	Amzn Mktp Us*1L05Q1Xx2 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 25.99	Amzn Mktp Us*1L0Qm9H42 Am - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 18.99	Amzn Mktp Us*1L5Ap10I0 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 18.98	Amzn Mktp Us*1L9Nc7Bs0 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 11.98	Amzn Mktp Us*1O11B8Ld2 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 153.96	Amzn Mktp Us*1O4F44L82 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 7.90	Amzn Mktp Us*1O6902Yp0 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 8.84	Amzn Mktp Us*1O72O7I00 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 8.83	Amzn Mktp Us*1O72O7I00 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 13.99	Amzn Mktp Us*1O8D26402 Am - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 9.71	Amzn Mktp Us*1O95A3Ce2 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 48.44	Amzn Mktp Us*1Q4Hq4241 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 199.96	Amzn Mktp Us*1Q62E15P0 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 208.71	Amzn Mktp Us*1R7Xh4K11 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 26.00	Batteries+Bulbs #0253 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 523.00	Best Western Plus Gran - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 209.20	Best Western Plus Gran - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 78.00	Bighorn Boots Work Wareh - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 89.90	Billings Army Navy Surplu - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 25.00	Billings Army Navy Surplu - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 25.00	Billings Chamber Of Comme - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 549.00	Billings Ink And Toner, I - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 80.00	Billingsnursery - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 80.00	Billingsnursery - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 59.99	Buddy Punch - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 150.00	Buddy Punch - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 119.99	Canva* I03418-18694527 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 17.70	Ciox Health - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 59.99	Conoco - Wheat Montana Fa - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 579.71	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 65.98	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 14.00	Creative Monograms Smb - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 1,157.20	Delta Air 0067815794784 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	General	$ 33.75	Dollar Tree - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 15.00	Dollar Tree - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 16.25	Dollar Tree - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 73.96	Econo Print - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 51.88	Econo Print - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 51.20	Exxonmobil 45941648 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 10.00	Facebk *Tzr4Sct5C2 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 112.71	Fisher'S Technology - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 116.13	Fisher'S Technology - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 405.00	Grant Writing Usa - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 341.16	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 137.14	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 105.42	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 5.18	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 317.04	Holiday Inn Downtown Mis - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 271.84	Homewood Suites - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 271.84	Homewood Suites - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 271.84	Homewood Suites - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 104.40	Idu*Insight Public Sec - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 170.31	Idu*Insight Public Sec - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 1,565.08	Idu*Insight Public Sec - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 93.17	Idu*Insight Public Sec - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 89.25	Issa Intl Sports Scien - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 1,287.00	Juli Pierce Law Pllc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 38.50	Kelley Connect - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 14.99	Kettlebell Ampd - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 5.99	Kettlebell Ampd Unplug - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 15.98	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 35.98	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 29.69	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 152.10	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 26.97	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 4.59	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 37.31	Kings Ace Hdwe - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	General	$ 117.96	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 41.64	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 9.50	Meadow Green Sales - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 29.53	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 68.56	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 1,100.00	Montana Society Of Certif - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 430.73	Myron Corp - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 45.07	Napa Store 3547007 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 127.78	National Academy Of Spor - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 126.17	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 188.94	Office Depot #1080 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 114.94	Office Depot #2135 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 48.99	Office Depot #450 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 458.80	Oncourt Offcourt - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 32.98	O'Reilly Auto Parts 1551 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 50.56	O'Reilly Auto Parts 1551 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 84.70	Otc Brands Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 45.00	Pepsicola Bottling Compan - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 46.00	Pizza Hut #1714 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 29.99	Pound Fitness - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 269.90	Scheels Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 54.98	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 22.13	Sky Dine - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 79.99	Spectrum - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 329.00	Sq *Digital Layer Design - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 36.22	Sq *Stompin Grounds - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 57.00	Stellas Kitchen & Bakery - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 22.55	Target 00001719 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 46.62	Target 00001719 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 109.48	Target 00013334 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 78.00	Target 00013334 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 13.59	Target 00013334 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 22.40	The Rubber Stamp Shop, - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 37.05	The Ups Store 4741 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	General	$ 1,878.68	Thomson West*Tcd - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 682.69	Thomson West*Tcd - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 56.95	Tire Rama 101 Bc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 56.97	Tractor Supply #1381 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 712.93	Ultra Graphics, Llc - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 7.38	Usps Po 2907800103 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 44.00	Ust*Usta Membership - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 175.10	Wal-Mart #1956 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 37.99	Wal-Mart #2923 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 49.74	Wal-Mart #2923 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 25.00	Wal-Mart #2923 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 29.75	Wheniwork.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 50.00	Wheniwork.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 1,939.77	Wilbur Ellis Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 44.02	Wm Supercenter #2923 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 18.40	Wm Supercenter #2923 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 222.05	Wm Supercenter #2923 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 105.94	Wm Supercenter #4412 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 15.55	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 44.97	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 15.55	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 57.05	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 14.99	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 15.55	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 2,122.96	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 15.55	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 72.39	Zumba Fitness - PCard
06/06/2022	ACH	U.S. Bank PCards	General	$ 35.00	Zumbini - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 34.50	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 399.00	Cbi*Cleverbridge.Net - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 448.00	Digicert Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 2,138.00	Digicert Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 88.93	Idu*Insight Public Sec - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 406.88	Sp Ubiquiti Inc. - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 406.90	Sp Ubiquiti Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 1,347.00	Sp Ubiquiti Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 418.40	Sq *Pc&C - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 204.60	United 0162407495224 - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 204.60	United 0162407495224 - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 12.50	United 0169986099791 - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 12.50	United 0169986099791 - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 17.50	United 0169986100729 - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 17.50	United 0169986100729 - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 17.50	United 0169986101042 - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 17.50	United 0169986101042 - PCard
06/06/2022	ACH	U.S. Bank PCards	IT Resources	$ 1,742.00	Zoho Corporation - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ (129.98)	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 82.50	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 174.05	Accessfloorsystems - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 9.37	Albertsons #0047 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 129.15	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 33.57	Amazon.Com*1310C6Yt0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 23.27	Amazon.Com*131Yz8Wd1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 13.89	Amazon.Com*1332Y1181 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 24.99	Amazon.Com*134228Dd1 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 35.96	Amazon.Com*1A46Y0Yh2 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 18.06	Amazon.Com*1O7Up5Lt2 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 14.95	Amazon.Com*1Q8Rw8Ph0 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 9.95	Amzn Mktp Us*131Vg77L1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 22.98	Amzn Mktp Us*132Bk1Ny0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 4.49	Amzn Mktp Us*132Kc8Xl2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 16.99	Amzn Mktp Us*134Qv5Gg0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 31.94	Amzn Mktp Us*135Ch2Ko0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 272.18	Amzn Mktp Us*135Qp8G90 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 42.35	Amzn Mktp Us*135Vd81D1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 15.18	Amzn Mktp Us*1385A52A2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 73.98	Amzn Mktp Us*138Xo4Yy0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 241.44	Amzn Mktp Us*1L0Ap7Vd1 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Library	$ 65.48	Amzn Mktp Us*1L10N89J1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 24.59	Amzn Mktp Us*1L1Y88Sz2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 219.78	Amzn Mktp Us*1L37A3Fr1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 179.84	Amzn Mktp Us*1L5Or3Mx1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 7.99	Amzn Mktp Us*1L6E53Vl1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 55.95	Amzn Mktp Us*1L7681At2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 97.49	Amzn Mktp Us*1L7880P72 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 41.93	Amzn Mktp Us*1L7Xb3Qd1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 16.81	Amzn Mktp Us*1L89G40C2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 53.10	Amzn Mktp Us*1O0Xe4R21 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 45.69	Amzn Mktp Us*1O2V19Yv1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 35.24	Amzn Mktp Us*1O5Uj5Rb2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 87.19	Amzn Mktp Us*1O7617Ls0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 8.55	Amzn Mktp Us*1Q0Xj0H20 Am - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 43.73	Amzn Mktp Us*1Q10X64Z1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 10.49	Amzn Mktp Us*1Q96C12W0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 18.99	Amzn Mktp Us*1Q99K0Ro0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 121.48	Amzn Mktp Us*1R1Do3Mf1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 385.31	Amzn Mktp Us*1R3Za99U1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 17.98	Amzn Mktp Us*1R81T64L1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 20.61	Amzn Mktp Us*1R82V3Ii1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 107.90	Bcy*Steepandcheap.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 474.51	Better Cont - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 227.68	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 19.99	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 67.60	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 9.29	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 3.20	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 13.79	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 14.58	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 12.79	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 42.68	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 11.96	Book Outlet - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 201.48	Cavendishsq - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Library	$ 123.00	Chicago Books & Journals - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 78.00	Conoco - Migi Mart - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 54.06	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 285.00	Data Axle-Citydirectories - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 168.63	Demco Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 18.75	Dollar Tree - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 25.00	Dollar Tree - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 93.10	Domino'S 7003 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 71.00	Exxonmobil 45376688 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 20.11	Facebk *5Ka7Xbbjb2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 50.00	Facebk *78Gq4C3Jb2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 281.75	Firemaster - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 52.12	Fisher'S Technology - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 581.46	Gamestop - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 522.76	Gamestop - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 1,299.98	Gem State Paper And Suppl - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 16.56	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ (619.93)	Hobby Lobby Ecomm - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 55.20	Imperial Thai Cuisine - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 1,413.25	Kb Commercial Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 28.97	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 785.97	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 12.92	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 9.99	Microsoft*Console 1 Month - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 9.99	Microsoft*Console 1 Month - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 280.00	Montana Library Associati - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 280.00	Montana Library Associati - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 25.75	Nfgbillings Trailnet - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 193.86	Otc Brands Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 29.00	Paypal *Stevendharg - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 14.88	Sams Club #4805 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 441.45	Scholastic Education - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 35.86	Schooner Bay Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 26.80	Showcases - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Library	$ 150.00	Sq *Swanky Roots - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 50.00	Sq *This House Of B - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 1,245.00	Sq *This House Of Books - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 15.00	Sq *This House Of Books - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 52.00	Sq *Yellowstone County Ne - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 52.00	Sq *Yellowstone County Ne - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 384.00	Surveymonk* T 42584028 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 33.91	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 106.99	Wf Wayfair3752811076 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 51.51	Wm Supercenter #1956 - PCard
06/06/2022	ACH	U.S. Bank PCards	Library	$ 146.71	Wm Supercenter #1956 - PCard
06/06/2022	ACH	U.S. Bank PCards	P.W. Admin	$ 874.84	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	P.W. Admin	$ 123.33	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	P.W. Admin	$ 15.47	Albertsons #4025 - PCard
06/06/2022	ACH	U.S. Bank PCards	P.W. Admin	$ 16.58	Amazon.Com*1O4Ja92D2 - PCard
06/06/2022	ACH	U.S. Bank PCards	P.W. Admin	$ 24.92	Amzn Mktp Us*1L6Fs3Hp2 - PCard
06/06/2022	ACH	U.S. Bank PCards	P.W. Admin	$ 19.99	Billingsgazettethriftynck - PCard
06/06/2022	ACH	U.S. Bank PCards	P.W. Admin	$ 16.79	Conoco - Conomart Iv - PCard
06/06/2022	ACH	U.S. Bank PCards	P.W. Admin	$ 93.00	Mackenzie River Blgs Hts - PCard
06/06/2022	ACH	U.S. Bank PCards	P.W. Admin	$ 15.55	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 1,033.57	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 42.08	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 113.01	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 48.63	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 59.52	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 170.25	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 46.61	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 478.04	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 52.99	Adobe Creative Cloud - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 29.99	Adobe Stock - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 39.73	Albertsons #0047 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 129.95	Als Bootery & Repair Shop - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 74.99	Amzn Mktp Us*1376N8Z62 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 6.99	Amzn Mktp Us*1O0Uu3Bp2 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 20.99	Amzn Mktp Us*1O43U0810 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 23.82	Amzn Mktp Us*1O72O7I00 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 6.99	Amzn Mktp Us*1O7Uh1532 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 27.80	Amzn Mktp Us*1Q3Wg8Iz0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 33.44	Batteries+Bulbs #0253 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 47.00	Batteries+Bulbs #0253 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 1.00	Bellabee Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 114.59	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 4.77	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 69.58	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 71.65	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 92.40	Billings Construction Sup - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 11.90	Billings Pump & Irrigati - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 104.27	Bobcat Of Big Sky Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 53.41	Bobcat Of Big Sky Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 246.58	C&B Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 99.06	Cleaner Q - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 10.36	Conoco - Conomart 10 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 10.36	Conoco - Conomart 10 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 285.73	Costco By Instacart - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 53.55	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 17.99	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 310.82	Cy-Corp Trailer - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 9.00	Cy-Corp Trailer - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 58.00	Dxp Enterprises - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 12.95	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 13.49	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 26.07	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 19.99	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 15.98	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 33.26	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 31.07	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 61.16	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 103.02	Ferguson Ent #1342 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 447.29	Ferguson Ent #1342 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 141.36	Ferguson Ent #1342 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 112.71	Fisher'S Technology - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 44.00	Garden Avenue Greenhous - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 112.00	Garden Avenue Greenhous - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 59.25	Garden Avenue Greenhous - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 30.25	General Distributing Comp - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ (84.21)	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 84.21	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 25.39	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 391.11	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 122.85	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 140.89	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 171.80	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 112.15	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 29.99	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 14.99	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 28.47	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 11.98	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 25.77	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 29.98	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 61.99	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 193.10	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 17.56	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 48.59	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 9.45	Holiday Stations 0470 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 2.72	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 140.68	In *Canyon Creek Nursery - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 50.00	Interstate Battery Of The - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 185.00	Isa - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 10.56	Jares Fence Company Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 954.50	Jimmy Johns - 2080 - E - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 850.00	Jrs Repair And Exhaust In - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 140.91	Kb Commercial Products - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 64.92	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 29.95	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 44.98	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 43.96	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 18.97	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 21.38	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 5.98	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 46.92	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 49.61	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 26.98	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 27.96	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 9.99	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 49.44	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 55.37	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 8.99	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 172.16	Knife River 5601 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 72.70	Lithia Cjd Of Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ (47.72)	Lithia Cjd Of Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 13.98	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 23.20	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 43.86	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 43.20	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 170.94	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 3.56	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 18.46	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 455.14	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 7.52	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 835.00	Mars Of Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 452.91	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 98.75	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 1,583.71	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 28.64	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 174.67	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 106.42	Midland Implement Co - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 201.04	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 94.82	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 128.92	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 1,083.60	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 45.00	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 127.93	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 11.13	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 1,171.80	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 185.93	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 50.42	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 84.69	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 116.67	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 55.17	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 103.19	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 321.08	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 513.66	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 60.88	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 218.12	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 1,270.80	Midwest Sports - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 133.16	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 69.94	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 172.04	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 109.39	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 53.98	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 149.99	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 119.99	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 23.88	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 19.66	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 56.00	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 7.85	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 75.98	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 65.90	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 45.44	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 545.30	Nc The Cat Rental St - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 2,369.88	Northland Automotive - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 38.70	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 127.67	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 575.86	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 99.67	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 165.94	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 12.94	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 81.75	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 200.00	Nrpa Operating - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 12.99	O'Reilly Auto Parts 1551 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 16.99	O'Reilly Auto Parts 1551 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 26.98	O'Reilly Auto Parts 1551 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 11.78	Pacific Steel Branch #02 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 41.13	Pacific Steel Branch #02 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 21.65	Pacific Steel Branch #02 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 178.42	Purvis Industries 68 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 160.00	Rei #198 Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 149.00	Rei #198 Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 127.00	Reliable Tent Awning Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 30.00	Riverstone Health-Dental - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 9.98	Shiptons Big R Heights - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 10.99	Shiptons Big R Heights - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 35.96	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 43.97	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 220.27	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 7.99	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 63.92	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 42.99	Shipton'S Big R-West - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 23.95	Shipton'S Big R-West - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 349.97	Shipton'S Big R-West - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 42.99	Shipton'S Big R-West - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 199.99	Shipton'S Big R-West - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 65.98	Shipton'S Big R-West - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 8.99	Shipton'S Big R-West - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 20.00	Snappyduds - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 15.00	Snappyduds - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 79.80	Snappyduds - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 55.90	Sq *Hotsy Wy-Mont - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 136.00	Sq *Pc&C - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 425.00	Sq *Western Native Seed - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 550.00	Steepworld Climbing & - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 19.98	Target 00013334 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 85.00	The Good Earth Works Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 69.94	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 57.34	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 29.00	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 4.07	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 16.26	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 20.34	Tire Rama 105 It - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 507.29	Tire Rama 105 It - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 62.83	Vermeer Rocky Mountian In - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 189.97	Vermeer Rocky Mountian In - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 35.91	Wal-Mart #1956 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 34.52	Wal-Mart #1956 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 132.00	West End Lock And Secur - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 29.50	Wilbur Ellis Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 13.04	Wm Supercenter #2923 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 545.89	Yellowstone Polaris - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 1,496.92	Yellowstone Polaris - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 19.00	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 17.80	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Dist 1	$ 470.00	Ztl*Zee Creative - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Prgrms	$ 175.00	International Bronze Plaq - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Prgrms	$ 175.00	International Bronze Plaq - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Prgrms	$ 390.00	International Bronze Plaq - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Prgrms	$ 350.00	International Bronze Plaq - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Prgrms	$ 174.39	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Park Prgrms	$ 1,035.00	The Good Earth Works Co - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 27.13	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 171.96	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 698.56	Ace Electric - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 115.24	Air Controls-Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 516.38	Air Controls-Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 79.98	Amzn Mktp Us*1L4Ag5Ov2 Am - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 26.77	Billings Construction Sup - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 26.77	Billings Construction Sup - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 26.77	Billings Construction Sup - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 66.56	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 6.00	Creative Monograms Smb - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 60.00	Creative Monograms Smb - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 192.40	Current Components, Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 192.40	Current Components, Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 192.40	Current Components, Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 54.00	Dpt Client Pmts - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 71.11	Econo Print - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 411.77	Idu*Insight Public Sec - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 225.00	In *Cotter'S Sewer, Septi - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 225.00	In *Cotter'S Sewer, Septi - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 225.00	In *Cotter'S Sewer, Septi - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 52.00	In *Global Village - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 69.80	Kb Commercial Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 69.78	Kb Commercial Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 69.80	Kb Commercial Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 161.00	Overhead Door-S Mont - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 474.00	Sp Ubiquiti Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 449.00	Sp Ubiquiti Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 222.00	Sp Ubiquiti Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 135.00	Sq *Skyline Services, Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 135.00	Sq *Skyline Services, Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 30.00	Sq *Skyline Services, Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 370.00	Sq *Skyline Services, Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 105.00	Sq *Skyline Services, Inc - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 105.00	Sq *Skyline Services, Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 12.00	West End Lock And Secur - PCard
06/06/2022	ACH	U.S. Bank PCards	Parking	$ 403.00	Zeecreativeinc - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 659.53	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 408.60	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 210.75	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 612.73	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 195.30	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 780.97	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 386.14	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 548.34	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 216.99	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 181.00	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 134.65	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 507.65	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 109.18	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 119.28	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 195.30	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 137.53	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 290.07	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 498.80	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 355.89	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 239.31	Northwest Pipe Fittings - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 225.00	Wilbur Ellis Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 340.00	Wilbur Ellis Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 340.00	Wilbur Ellis Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 43.26	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 243.00	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 20.24	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 40.24	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 152.52	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Parks Maint	$ 19.45	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	PD Program	$ 1,200.00	Covert Track Group Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	PD Program	$ 332.02	Detectachem, Inc. - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	PD Program	$ 1,017.77	Ideal Blasting Supply - PCard
06/06/2022	ACH	U.S. Bank PCards	PD Program	$ 175.00	Paypal *Iape - PCard
06/06/2022	ACH	U.S. Bank PCards	PD Program	$ 3,474.28	Sp Mirasafety - PCard
06/06/2022	ACH	U.S. Bank PCards	Phone System	$ 18.33	Amzn Mktp Us*136Wc1Nq2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 45.00	00809 - Apcoa Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 14.99	Adobe Acropro Subs - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 856.00	American Planning A - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 170.00	American Planning A - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 43.00	American Water Technol - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 28.53	Amzn Mktp Us*1Q5Nu3Uu2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 99.00	Apple.Com/Us - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 58.00	Conoco - Migi Mart - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 15.98	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 30.00	Delta Air Baggage Fee - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 18.37	Domino'S 7003 - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 5.45	Family Dollar #11231 - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 55.92	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 18.00	Ls The Ride Cyclery - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 30.00	Ls The Ride Cyclery - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 1,077.64	Omni San Diego Front D - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 42.25	Pita Pit - 14-025-Mt - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 79.75	Pizza Hut #1714 - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 9.99	Soundcloud Monthly Go Plu - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 16.00	The Rubber Stamp Shop, - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 35.00	United 0169988621010 - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 46.34	Wal-Mart #1956 - PCard
06/06/2022	ACH	U.S. Bank PCards	Planning	$ 15.55	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 5.98	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 8.10	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 339.10	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 38.00	Aaim - Services - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 274.84	Airbnb Hmbb9Nbqb9 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 44.67	Airgas Usa, Llc - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 15.28	Albertsons #0630 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 65.39	Albertsons #0630 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 13.35	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 13.35	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 13.35	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 13.35	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 13.05	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 36.76	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 29.22	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 9.10	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 1,232.04	Amazon.Com*1347W9280 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 99.80	Amazon.Com*135538Of1 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 1,012.22	Amazon.Com*136Q54Gr1 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 1,154.97	Amazon.Com*1389S7Og2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 143.97	Amazon.Com*1O1Au49O0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 59.97	Amzn Mktp Us*135364Ye0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 14.99	Amzn Mktp Us*1368D7Px1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 14.85	Amzn Mktp Us*136Wc1Nq2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 19.99	Amzn Mktp Us*137K99Kz0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 38.24	Amzn Mktp Us*139Fb7L10 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 18.39	Amzn Mktp Us*1L0Jt99F2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 149.95	Amzn Mktp Us*1L8Iy2Jt2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 27.98	Amzn Mktp Us*1O1Cn8Ya0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 24.42	Amzn Mktp Us*1O7Jr5Np2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 264.94	Amzn Mktp Us*1Q07N4C71 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 89.99	Amzn Mktp Us*1Q0Ea6Us2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 31.96	Amzn Mktp Us*1Q3Hq1Zj0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 31.99	Amzn Mktp Us*1Q5P84Ie1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 437.97	Amzn Mktp Us*1Q6Rz4L51 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 374.94	Amzn Mktp Us*1R23O0C51 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 61.48	Amzn Mktp Us*1R98A8N91 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 361.00	Avail Car Sharing - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 459.23	Avis.Com Prepay - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 525.40	B&H Photo 800-606-6969 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 99.99	B&H Photo 800-606-6969 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 29.99	Best Buy 00005926 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ (10.00)	Best Buy 00005926 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 19.99	Billingsgazettethriftynck - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 86.82	Candlewood Suites - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 86.82	Candlewood Suites - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 70.53	Cenex Western 09903097 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 33.28	Cenex Zip Trip07082712 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 59.44	Chalet Market - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 71.41	Chalet Market - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 61.25	Conoco - Eddies Corner - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 63.24	Conoco - Great Falls 7 12 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 58.92	Conoco - Great Falls 7 12 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 90.79	Conoco - Livingston 3 130 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 63.35	Conoco - Migi Mart - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 60.31	Conoco - Sidney 3 1369 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 6.87	Corporate Translate - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 16.44	Corporate Translate - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 199.98	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 106.39	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 131.57	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 88.13	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 1,407.00	Creative Monograms Smb - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 587.20	Delta Air 0062312854756 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 587.20	Delta Air 0062312854757 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 70.00	Delta Air Baggage Fee - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 40.00	Delta Air Baggage Fee - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 70.00	Delta Air Baggage Fee - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 70.00	Delta Air Baggage Fee - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 288.97	Dmi* Dell Sales & Servic - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 83.44	Domino'S 7003 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 87.37	Efx*Infoservices - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 87.37	Efx*Infoservices - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 44.05	Exxonmobil 45940327 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 20.00	Exxonmobil 45943479 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 36.00	Exxonmobil 45972171 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 40.73	Exxonmobil 45972171 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 15.00	Glacier Express Car Wash - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 139.95	Grammarly Cowd4Apmj - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 503.00	Gunarama Wholesale Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 2,280.00	Hanser Wrecker Company - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 2,250.00	Hanser Wrecker Company - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 186.36	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 77.60	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 129.78	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 313.35	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 82.00	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 89.95	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 125.56	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 104.36	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 298.45	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 49.70	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 59.98	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 7.97	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 34.33	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 13.00	Hermans Car Wash Llc - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 13.00	Hermans Car Wash Llc - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 673.05	Hilton Garden Inn, Great - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 692.65	Hilton Garden Inn, Great - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 4.98	Holiday Stations 0108 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 63.00	I/O Solutions, Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 600.00	Iabti - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 600.00	Iabti - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 1,225.00	Iacp - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 118.26	Idu*Insight Public Sec - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 495.00	In *Gwenlin Commercial Cl - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 7.00	In *Yelllowstone E-Waste - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 62.36	Iron Mountain - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 126.90	Iron Mountain - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 143.75	Jimmy Johns - 1646 - E - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 130.52	Jimmy Johns - 1646 - E - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 235.65	Kb Commercial Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 89.87	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 69.70	Love S Trave S00007898 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 17.94	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 36.25	Ls The Bike Shop - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 90.00	Magic City Floral - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 65.88	Mcdonald'S F13379 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 42.00	Minuteman Press Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 90.00	Msu Billings-Main Campu - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 1,020.36	Mwi*Veterinarysupply - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 110.00	National Academies Of Eme - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 55.00	National Academies Of Eme - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 3,019.36	Nbf*Natl Biz Furniture - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 27.65	Noon'S 457 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 181.25	Npi/Ram Mounts - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 25.17	Office Depot #2135 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 54.49	Office Depot #2135 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 130.00	Paypal *Iape - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 205.53	Positive Concepts - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ (205.53)	Positive Concepts - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 205.03	Positive Concepts - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 7.96	Sams Club #4805 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 96.14	Sams Club #4805 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 97.29	Samsclub #4805 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 38.71	Samsclub #4805 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 500.00	Scheels Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 99.97	Scheels Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 298.00	Skillpath / National - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 179.00	Skillpath / National - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 199.00	Skillpath / National - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 103.51	Sp Firerps.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 264.19	Spectrum - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 491.08	Springhill Suites Grea - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 229.98	Staples 00105296 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 105.68	Staybridge Sts Grt Falls - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 105.68	Staybridge Sts Grt Falls - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 23.18	Target 00001719 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 19.59	Target 00001719 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 37.00	Target 00013334 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 49.55	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 101.94	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 50.89	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ (41.94)	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 300.00	The International Soci - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 147.56	The Lodge At Big Sky - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 147.56	The Lodge At Big Sky - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 237.80	Tlo Transunion - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 417.50	Tritech Forensics - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 35.90	Tst* City Brew Coffee - C - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 637.70	United 0167816194064 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 1,763.16	Universal Awards - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 111.50	Universal Awards - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 600.00	Universal Awards - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 60.18	Ups*Billing Center - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 13.87	Ups*Billing Center - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 10.53	Ups*Billing Center - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 131.38	Ups*Billing Center - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 158.00	Walmart.Com Aa - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 1,055.96	Wf Wayfair3688776607 - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 205.96	Wingate By Wyndham Gre - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 205.96	Wingate By Wyndham Gre - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 205.96	Wingate By Wyndham Gre - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 97.00	Www.Volgistics.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 87.64	Yellowstone County Treas - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 12.50	Yellowstone Ice And Water - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 80.34	Yellowstone Valley Elect - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 1,800.00	Zetx - PCard
06/06/2022	ACH	U.S. Bank PCards	Public Safety	$ 99.84	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 42.11	0725 Ced - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 105.00	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 168.21	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 310.39	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 319.54	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 319.54	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 159.06	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 177.36	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 177.36	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 177.36	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 307.65	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 295.76	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 7.50	Amzn Mktp Us*136Wc1Nq2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 17.08	Amzn Mktp Us*1Q4C30940 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 6.46	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 13.14	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 223.32	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 109.69	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 168.54	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 12.15	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 41.58	Billings Construction Sup - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 71.91	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 30.00	Bozeman Yellowstone Intl - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 3.00	Co Billings Park3 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 66.26	Conoco - Grantree Conoco - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 37.58	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 33.78	Costco Whse #0069 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 303.00	Cross Petroleum Service - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 1.00	Dollar Tree - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 79.04	Exxonmobil 45942976 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 105.24	Exxonmobil 47903745 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 2,197.37	Fastenal Company 01Mtbll - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 361.77	Fisher'S Technology - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 91.86	Gorilla-Lift - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 169.04	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 317.04	Holiday Inn Express & Su - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 317.04	Holiday Inn Express & Su - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 317.04	Holiday Inn Express & Su - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 20.00	Holiday Stationstore0506 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 135.00	Imi*Informaconf Fees - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 254.00	J J Keller & Associates - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 86.08	Kb Commercial Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 67.45	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 89.98	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 5.98	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 119.00	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 10.16	Lawson Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 284.85	Lawson Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 97.50	Lawson Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 163.00	Lawson Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 71.43	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 11.92	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 54.98	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 394.79	Marketing Specialtites - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 39.32	Montana Fence - Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 99.36	Northwest Industrial Supp - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 33.99	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 14.98	Shipton'S Big R-West - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 393.60	Six Robblees No 6 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 275.97	Southwes 5262113096480 - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 70.31	Tacoma Screw Products Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 414.28	Travel Reservation - PCard
06/06/2022	ACH	U.S. Bank PCards	Solid Waste	$ 253.46	Zips Truck Equipment Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 219.22	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ (9.47)	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ (12.40)	360 Office Solutions Inc - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 52.32	Amzn Mktp Us*1O0937Td2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 553.00	Amzn Mktp Us*1R7Lt19Y1 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 232.00	Apwa - National - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 232.00	Apwa - National - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 62.57	Awg 3575 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 42.00	Batteries+Bulbs #0253 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 1.00	Bellabee Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 7.99	Best Buy 00005926 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 222.81	Bettymills.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 74.54	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 50.96	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 30.52	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 49.00	Billings Construction Sup - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 350.00	Danner-Lacrosse - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 575.00	Ep *Altitude Signal, Llc - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 664.79	Epasales - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 44.98	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 35.99	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 81.22	Fedex 272725960203 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 12.99	Fedex 940722391413 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 54.85	Fisher'S Technology - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 182.70	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 267.95	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ (267.95)	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 11.59	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 50.96	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 9.99	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 15.98	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 33.98	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 24.99	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 254.00	J J Keller & Associates - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 8.26	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 17.15	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 40.30	Kings Ace Hdwe - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 67.03	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 24.90	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 34.99	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 81.94	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 15.00	Macon Supply Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 7.00	Macon Supply Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 1,731.60	Midland Implement Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 76.15	Norco Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 8.58	O'Reilly Auto Parts 1549 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 477.00	Pacific Steel Branch #02 - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 284.25	Reliable Tent Awning Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 64.25	Reliable Tent Awning Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 70.04	Selby'S - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 104.97	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 159.96	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 82.14	Tractor & Equipment - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 139.98	Western Ranch Supply - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 70.99	Western Ranch Supply - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 1,019.78	Western Systems Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Street/Traffic	$ 150.63	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 120.00	A & I Distributors - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 139.38	A & I Distributors - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 141.20	A & I Distributors - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 256.12	A & I Distributors - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 18.00	A & I Distributors - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 125.00	A & I Distributors - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 50.37	Aaim - Services - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 29.99	Adobe Creative Cloud - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 275.00	Alpine Plumbing Heating A - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 75.70	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 76.92	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 324.98	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 108.54	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 91.99	Amazon.Com*131Iu8Bt0 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 50.99	Amazon.Com*133Oh4Mz0 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 53.99	Amazon.Com*1Q1Y27Td1 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 118.36	Amazon.Com*1R9Ps5131 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 143.33	Amzn Mktp Us*1O4Eu9Kg2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 68.89	Amzn Mktp Us*1O70H72U2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 11.88	Amzn Mktp Us*1R5Wk1Ne1 Am - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 193.80	Awg 3571 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 600.00	Community Transportation - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 1,357.00	Creative Monograms Smb - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 289.00	Domain Networks - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 9.49	Ebay O*06-08563-34783 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 63.99	Ebay O*13-08621-37780 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 47.39	Facebk *Ztnwkbf742 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 21.75	Fisher'S Technology - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 225.00	Gdp*Accessarize - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 89.95	Glas-Weld Systems, Inc., - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 455.00	Grant Writing Usa - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 21.70	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 9.91	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 300.00	In *Cotter'S Sewer, Septi - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 180.00	In *Yellowstone County Co - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 181.22	Industrial Bolt & Supply - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 44.88	Industrial Bolt & Supply - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 84.26	Industrial Bolt & Supply - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 127.16	Industrial Bolt & Supply - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 50.15	Kimball Midwest Payeezy - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 104.88	Kimball Midwest Payeezy - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 10.98	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 60.00	Magic City Floral - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 1,296.00	Mt Dor Revenue Pmt - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 228.36	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 107.99	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 12.14	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 175.11	Napa Store 3547001 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 43.72	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 10.95	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 30.72	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 15.98	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 1.52	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 4.65	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 1.44	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 13.76	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 74.13	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 662.99	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 2.15	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 6.87	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 1.44	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 1.44	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 5.03	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 24.71	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 9.80	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 5.60	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 215.15	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 6.99	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 1,787.37	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 58.49	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 9.00	Napa Store 3547001 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 109.42	Office Depot #450 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 33.90	Tire Rama 101 Bc - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 203.50	Vandal Stop Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 8.76	Wm Supercenter #1956 - PCard
06/06/2022	ACH	U.S. Bank PCards	Transit	$ 15.55	Zoom.Us 888-799-9666 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 53.27	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ (27.94)	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 39.16	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 82.17	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 69.67	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 165.97	360 Office Solutions Inc - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 29.32	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 82.79	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 51.69	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 7.25	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 11.60	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 237.12	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ (227.29)	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 50.00	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 13.56	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 14.99	Adobe Acropro Subs - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 874.30	Aerzen Usa Corp. - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 747.90	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 154.47	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 489.13	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 49.02	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 532.38	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 16.00	Amzn Mktp Us*138K05Kv0 Am - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 45.46	Autozone #3769 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 5.00	Avalanche Carwash - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 1.50	Avalanche Carwash - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 30.00	Awwa.Org - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 148.47	B&H Photo 800-606-6969 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 117.50	Batteries Plus #0598 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 483.93	Best Buy 00005926 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 966.96	Best Buy 00005926 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 75.12	Best Truck Equipment I - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 12.25	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 544.77	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 17.99	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 99.95	Billings Hardware & Servi - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 51.13	Conoco - Bozeman 7 1092 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 41.03	Conoco - H & R Conoco #4 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 147.79	Edge Construction Supp - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 61.13	Edge Construction Supp - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 2,082.17	Environmental Resource - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 36.57	Ereplacementparts.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 36.28	Exxonmobil 45942893 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 571.25	Federal Signal Safety And - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ (43.62)	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 37.57	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 73.80	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 11.10	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 1,239.77	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 43.62	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 575.65	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 474.95	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 149.22	Hanson Chemical - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 588.49	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 317.04	Heritage Inn Great Fal - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 585.96	Holiday Inn Downtown Mis - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 15.84	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 104.88	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 17.12	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 32.00	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 254.00	J J Keller & Associates - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 101.60	J J Keller & Associates - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 202.68	Kb Commercial Products - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 18.83	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 12.60	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 106.45	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 14.40	Launchpoint Solutions - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 486.24	Lowes #00319* - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 20.83	Mcmaster-Carr - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 59.48	Mfcp Billings - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 151.76	Midland Scientific Inc - - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 106.12	Midland Scientific Inc - - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 57.34	Midland Scientific Inc - - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 154.40	Midland Scientific Inc - - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 181.39	Midland Scientific Inc - - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 67.04	Midland Scientific Inc - - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 877.20	Midland Scientific Inc - - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 77.00	Montana Masonry Supply In - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 121.77	New Concept Tools - - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 42.97	Nfpa Natl Fire Protect - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 13.23	Office Depot #450 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 49.50	Pellco Ceu - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 27.00	Pellco Ceu - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 447.89	Provantage - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 447.89	Provantage - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 41.06	Provantage - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 149.35	Py *Aarons Back Company - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 350.00	Pzg**Mt Dept Environ Q - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 310.00	Pzg**Mt Dept Environ Q - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 184.00	Pzg**Mt Dept Environ Q - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 490.21	Ractransport.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 28.40	Ratco Trailer And Hitch - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 909.97	Rsd - Billings#57 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 6.41	Shiptons Big R Heights - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 85.96	Shiptons Big R Heights - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 13.98	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 13.98	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 87.96	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 45.00	Shipton'S Big R-East - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 8.00	Shipton'S Big R-West - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 461.36	Sleep Inn & Suites Mt081 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 211.36	Sleep Inn & Suites Mt081 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 105.68	Sleep Inn & Suites Mt081 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 211.36	Sleep Inn & Suites Mt081 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 211.36	Sleep Inn & Suites Mt081 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 105.68	Sleep Inn & Suites Mt081 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 105.68	Sleep Inn & Suites Mt081 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 226.05	Sp Trimantec - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 6.00	Spencer Fluid Power Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 2,163.00	Sq *Hotsy Wy-Mont - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 399.58	Sq *Sealital, Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 298.00	Staking University - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 239.76	The Home Depot 3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ (124.50)	The Home Depot 3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 124.50	The Home Depot 3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 442.91	The Home Depot 3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 89.75	Tinys Tavern Inc 2 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 12.00	Tractor-Supply-Co #0303 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 359.88	Tractor-Supply-Co #0303 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 768.00	Tvetene Turf Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 768.00	Tvetene Turf Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 750.00	Us Green Build Council - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 633.67	Usa Blue Book - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 290.79	Usa Blue Book - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 431.01	Usa Blue Book - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 7.38	Usps Po 2907740107 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 8.36	Usps Po 2907740107 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 25.00	Wal-Mart #1956 - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 265.00	Yellowstone Ice And Water - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 240.00	Yellowstone Ice And Water - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ (240.00)	Yellowstone Ice And Water - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ (240.00)	Yellowstone Ice And Water - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 260.00	Yellowstone Ice And Water - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 185.79	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 1,567.23	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 19.00	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Wastewater	$ 233.75	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 53.27	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 103.37	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 346.83	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 17.23	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 209.03	360 Office Solutions Inc - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Water	$ 9.77	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 163.19	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 58.64	360 Office Solutions Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 17.39	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 21.74	4Te*Fps/Mountain Alarm - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 20.34	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 75.00	A And H Turf And Specialt - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 114.00	Aaim - Services - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 524.32	Aih Manufacturing - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 147.06	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 1,467.40	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 532.38	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 687.04	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 463.41	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 983.07	Alsco Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 99.92	Amazon.Com*1O5Id2A42 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 157.29	Amazon.Com*1Q9Q38Ju2 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 29.19	Amazon.Com*1R21R7C31 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 175.14	Amazon.Com*1R80F56J1 Amzn - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 397.90	Amzn Mktp Us*135N13Bo0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 23.98	Amzn Mktp Us*138K05Kv0 Am - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 33.96	Amzn Mktp Us*138P16Zm0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 39.95	Amzn Mktp Us*1L2Qj4Eh0 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 159.73	Amzn Mktp Us*1L3456502 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 1,249.00	Amzn Mktp Us*1O8Jz7F00 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 66.95	Amzn Mktp Us*1Q0Ol63F2 Am - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 602.00	Ap Electric & Generator - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 1.50	Avalanche Carwash - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 5.00	Avalanche Carwash - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 45.00	Awwa.Org - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 545.70	Awwa.Org - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 75.00	Awwa.Org - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 75.00	Awwa.Org - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 148.48	B&H Photo 800-606-6969 - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Water	$ 655.96	B&H Photo 800-606-6969 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 135.00	Batteries+Bulbs #0253 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 112.69	Best Truck Equipment I - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 161.58	Big Sky Steel And Salvage - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 43.68	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 133.15	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 3.51	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 43.58	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 23.84	Billings - Tacoma Screw P - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 34.11	Bloedorn Lumber Co- Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 46.97	Conoco - Great Falls 7 12 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 704.97	Contractors Direct - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 61.13	Edge Construction Supp - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 54.85	Ereplacementparts.Com - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 181.86	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 62.43	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 128.32	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 1,350.00	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 5.91	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 38.99	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ (39.98)	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 41.95	Evergreen Ace Hardware - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 608.00	Fedex 90364944 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 1,261.48	Fedex Offic16000016089 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 1,752.00	Ferguson Ent 2006 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 593.49	Galco Industrial Electro - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 593.49	Galco Industrial Electro - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 470.79	Gih*Globalindustrialeq - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 23.40	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 1,239.77	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 105.60	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 313.68	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 48.29	Grainger - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 84.27	Grainger - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Water	$ 37.00	Habitat For Humanity-Bill - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 260.22	Hach Company - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 255.36	Hach Company - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 35.94	Harbor Freight Tools 207 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 588.48	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 1.39	Heights Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 211.36	Heritage Inn Great Fal - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 58.03	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 43.28	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 17.80	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 23.75	Hose And Rubber Supply Bi - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 270.17	Idexx Distribution Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 800.00	In *Blue Earth Labs, Llc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 232.87	Industrial Coating Soluti - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 152.40	J J Keller & Associates - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 254.00	J J Keller & Associates - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 278.68	Johnstone Supply - Billin - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 31.96	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 14.99	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 53.94	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 4.49	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 10.50	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 49.98	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 36.97	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 5.30	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 63.95	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 12.58	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 18.89	Kings Ace Hdwe - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 3,028.60	Kooltronic Inc. - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 21.60	Launchpoint Solutions - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 248.52	Mcmaster-Carr - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 20.82	Mcmaster-Carr - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 82.02	Mcmaster-Carr - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 2,590.00	Mds Construction Supply - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Water	$ 141.09	Midland Scientific Inc - - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 140.00	Montana Masonry Supply In - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 35.60	Mountain Supply - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 10.90	Mountain Supply - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 864.00	Mt Dor Revenue Pmt - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 182.65	New Concept Tools - - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 42.98	Nfpa Natl Fire Protect - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 120.57	Northwest Scientific Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 53.34	Northwest Scientific Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 421.64	Northwest Scientific Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 80.58	Northwest Scientific Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 142.21	Northwest Scientific Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 103.58	Office Depot #450 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 369.99	Office Depot #450 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ (519.98)	Office Depot #450 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 459.99	Office Depot #450 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 19.84	Office Depot #450 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 176.00	Pacific Steel Branch #02 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 967.00	Pacific Steel Branch #02 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 114.42	Pacific Steel Branch #02 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 49.50	Pellco Ceu - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 27.00	Pellco Ceu - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 36.55	Polycase - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 372.19	Pro Wire And Cable - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 447.90	Provantage - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 41.07	Provantage - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 447.90	Provantage - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 250.00	Pzg**Mt Dept Environ Q - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 210.00	Pzg**Mt Dept Environ Q - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 276.00	Pzg**Mt Dept Environ Q - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 42.60	Ratco Trailer And Hitch - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 58.08	Sams Club #4805 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 9.61	Shiptons Big R Heights - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 11.99	Shipton'S Big R-West - PCard

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/06/2022	ACH	U.S. Bank PCards	Water	$ 9.00	Spencer Fluid Power Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 17.07	Spencer Fluid Power Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 4.69	Spencer Fluid Power Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 498.30	Ss Machine Inc - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 447.00	Staking University - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 5.00	Sunshine Sports Aardvark - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 174.65	The Base Camp - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 55.74	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 130.08	The Home Depot #3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ (124.50)	The Home Depot 3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 124.50	The Home Depot 3101 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 17.99	Tractor-Supply-Co #0303 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 700.09	U.S. Plastic Corporation - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 163.84	U.S. Plastic Corporation - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 750.00	Us Green Build Council - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 75.00	Wal-Mart #1956 - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 382.50	Wilcoxsons - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 876.35	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 27.53	Yellowstone Valley Elect - PCard
06/06/2022	ACH	U.S. Bank PCards	Water	$ 15.55	Zoom.Us 888-799-9666 - PCard
06/06/2022	852887	Unfilt Corporation	Water	$ 16,800.00	Anthracite Filter Media For Water Plant
06/06/2022	852891	West End Lock	Engineering	$ 92.00	Locks for traffic counters
06/06/2022	852891	West End Lock	Facilities	$ 3,795.00	Change combo with key and without key
06/06/2022	852891	West End Lock	Public Safety	$ 13.50	113108F

City Council Regular

Date:	07/11/2022
Title:	Payment of Claims for week of June 13, 2022
Presented by:	Andy Zoeller, Finance Director
Department:	Finance
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends Council approve the Payment of Claims

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Claims in the amount of $3,185,090.17 have been reviewed and are presented for City Council payment approval. A complete listing of the claims for the week are available in the Finance Department.

Payment Approval Process

Every invoice for payment is entered into the City's accounting system and the backup documentation is scanned in and attached (physical invoices, additional e-mails explaining payments, bids, contracts, etc.).
Each invoice goes through a multi-step approval process depending upon the amount of the payment.

First, invoices are entered by the department requesting the payment and the department director or designee must perform an initial review and approval of the purchase. The number of approvals within the department can vary based upon the size of the department, but no less than one approver within each department must verify the payment.

Second, all payments, regardless of size, must be approved by the Purchasing Agent or designee. The Purchasing Agent will review the payment to ensure purchasing procedures are followed and appropriate documentation is attached.

If the payment is greater than $1,000, then it must be approved by the Finance Director or designee.
If that payment is greater than $10,000, then it must be approved by the City Administrator or Assistant City Administrator.

Once all approvals are completed, the payment is able to be made and the Accounts Payable Clerk can print the check. After all checks are printed, a list of all checks in excess of $2,500 is generated and placed on the next City Council meeting for review.

ALTERNATIVES

- No other alternatives were analyzed

FISCAL EFFECTS

Claims have a varying impact on department budgets, but are submitted by the departments and reviewed by Finance staff before being sent to the Council.

Attachments

CouncilMemo wk of 06132022

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/13/2022	852901	Airworx	Fire Grants	$ 1,599.00	COMMAND TACPAK CASE ONLY, MAVIC 2 ENTERPRISE FITMENT
06/13/2022	852901	Airworx	Fire Grants	$ 575.00	CDC PRCS ELITE FOR MAVIC 2
06/13/2022	852901	Airworx	Fire Grants	$ 756.00	DJI MAVIC 2 ENTERPRISE FLIGHT BATTERY
06/13/2022	852901	Airworx	Fire Grants	$ 50.00	SHIPPING: QUOTE 11894
06/13/2022	852903	Alberta Bair Theater	Tax Incrmnt N27	$ 750,000.00	DBA Developmental Incentives FY22 Alberta Bair Theatre
06/13/2022	852905	Allstream Business	Airport	$ 44.65	Airport Alarm
06/13/2022	852905	Allstream Business	Building	$ 39.00	Building FAX
06/13/2022	852905	Allstream Business	CDBG	$ 39.00	Community Development Services FAX
06/13/2022	852905	Allstream Business	Park Dist 1	$ -	Main Bill New Account # 330046 -Dehler Park
06/13/2022	852905	Allstream Business	Phone System	$ 284.98	Main Bill New Account # 330046
06/13/2022	852905	Allstream Business	Phone System	$ 2,543.30	Main Bill New Account # 330046 -IT
06/13/2022	852905	Allstream Business	Phone System	$ 79.95	Main Bill New Account # 330046 -IT
06/13/2022	852905	Allstream Business	Planning	$ 39.00	Planning FAX
06/13/2022	852905	Allstream Business	Public Safety	$ 39.00	CPC line
06/13/2022	852906	Alpha Overhead Door	Transit	$ 3,040.00	Garage Door Maintenance
06/13/2022	852912	AssetWorks	Fleet	$ 3,280.00	AssetWorks Fleet management software
06/13/2022	852920	Billings Depot	Engineering	$ 14,789.43	Depot June Rent
06/13/2022	852926	Blair Unlimited	Transit	$ 222,883.83	Advertising Benches, Spare Benches with Parts, and Related Equipment
06/13/2022	852919	Blgs Cultural Partnership	Library	$ 2,500.00	Kid Lit Festival 2022 sponsorship
06/13/2022	852922	Blgs Precast Enterprises	Gas Tax	$ 1,350.00	WO 20-28 Songbird Dr; 64635
06/13/2022	852922	Blgs Precast Enterprises	Wastewater	$ 3,972.00	manhole for sewer project 5th Ave
06/13/2022	852922	Blgs Precast Enterprises	Wastewater	$ 375.00	manhole parts for sewer project 5th Ave
06/13/2022	852922	Blgs Precast Enterprises	Wastewater	$ (460.00)	return parts
06/13/2022	852928	Brenntag Pacific	Wastewater	$ 6,295.00	2250# VIBC Trans- 10k FG Kosher
06/13/2022	852928	Brenntag Pacific	Wastewater	$ 5,730.79	Sodium Chlorite
06/13/2022	852934	C&B Operations	Park Dist 1	$ 20,100.00	John Deere 997 Z-turn mower
06/13/2022	852944	Cleaner Q	Facilities	$ 1,400.50	BOC Annual Fire Extinguisher Inspections
06/13/2022	852944	Cleaner Q	Facilities	$ 391.50	City Hall Annual Fire Extinguisher Inspections
06/13/2022	852944	Cleaner Q	Fleet	$ 287.07	26776 PO NUM 314551
06/13/2022	852944	Cleaner Q	Public Safety	$ 258.36	26776
06/13/2022	852944	Cleaner Q	Solid Waste	$ 287.07	26776
06/13/2022	852950	Crist Krogh & Nord	General	$ 10,662.56	COB v. MAC
06/13/2022	852954	Dakota Supply	Water	$ 782.02	10" PLASTIC SEWER PIPE - PVCWIBS
06/13/2022	852954	Dakota Supply	Water	$ 760.00	2 - 12x10 reducer MJ

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/13/2022	852954	Dakota Supply	Water	$ 780.09	2 - 2" saddles
06/13/2022	852954	Dakota Supply	Water	$ 9,984.00	3/4" METER LOOPS AKA YOKE
06/13/2022	852954	Dakota Supply	Water	$ 4,454.74	3/4" METER LOOPS AKA YOKE
06/13/2022	852954	Dakota Supply	Water	$ 7,502.72	3/4" METER LOOPS AKA YOKE
06/13/2022	852954	Dakota Supply	Water	$ 411.13	TYLER 5-1/4" X 1" PAVING RISER
06/13/2022	852956	Dell Computer L P	Public Safety	$ 2,495.19	Qty. 5 Precision 3450, i5, 8GB RAM, 256GB SSD, and Qty. 8 24" monitors
06/13/2022	852956	Dell Computer L P	Public Safety	$ 4,000.00	Qty. 5 Precision 3450, i5, 8GB RAM, 256GB SSD, and Qty. 8 24" monitors
06/13/2022	852959	Dick Anderson Const	GO Const	$ 8,700.00	Remodel of City of Billings Law & Justice Center/City Hall
06/13/2022	852960	DOWL	Planning	$ 5,907.50	Billings ByPass Corridor Study
06/13/2022	852961	Downtown Blgs Partners	Tax Incrmnt N27	$ 23,286.75	Urban Revitalization District Operating Agreement
06/13/2022	852961	Downtown Blgs Partners	Tax Incrmnt N27	$ 23,286.75	Urban Revitalization District Operating Agreement
06/13/2022	852962	Eastern Oregon Comm	Wastewater	$ 1,852.50	radios for phase 2 backup
06/13/2022	852962	Eastern Oregon Comm	Water	$ 1,852.50	radios for phase 2 backup
06/13/2022	852967	Energy Laboratories	Water	$ 884.00	B22040924 WTP Lab - Arsenic Study
06/13/2022	852967	Energy Laboratories	Water	$ 114.00	Lab LT2 West End, B22051332
06/13/2022	852967	Energy Laboratories	Water	$ 2,748.00	WTP Lab DBP's
06/13/2022	852970	Finishing Touch Exteriors	Facilities	$ 9,885.23	Repair faulty roof panel system at the BOC Salt Shed
06/13/2022	852971	Fisher Sand & Gravel	Street/Traffic	$ 442.75	asphalt
06/13/2022	852971	Fisher Sand & Gravel	Street/Traffic	$ 1,540.55	asphalt
06/13/2022	852971	Fisher Sand & Gravel	Street/Traffic	$ 752.40	asphalt
06/13/2022	852971	Fisher Sand & Gravel	Street/Traffic	$ 223.30	asphalt
06/13/2022	852971	Fisher Sand & Gravel	Street/Traffic	$ 1,344.75	asphalt
06/13/2022	852972	Fisher's Technology	Central Services	$ 4.84	1010574 fund- 2QD04404
06/13/2022	852972	Fisher's Technology	Central Services	$ 63.41	1013896 fund- UMV04657
06/13/2022	852972	Fisher's Technology	Central Services	$ 122.90	1013897 fund- 2AB05076
06/13/2022	852972	Fisher's Technology	Central Services	$ 237.61	1018964 fund- SMJ04140
06/13/2022	852972	Fisher's Technology	Central Services	$ 305.02	1018970 fund-NMC00645, QHM01197, DFW06308, HRN05486, NML03542
06/13/2022	852972	Fisher's Technology	Central Services	$ 22.83	1020492 fund- 2LP03118
06/13/2022	852972	Fisher's Technology	Central Services	$ 5.76	1020494 fund- 2QD04404
06/13/2022	852972	Fisher's Technology	Central Services	$ 50.05	1023578 fund- UMV04657
06/13/2022	852972	Fisher's Technology	Central Services	$ 122.90	1023579 fund- 2AB05076
06/13/2022	852972	Fisher's Technology	Central Services	$ 173.09	1028855 fund- SMJ04140, JWH13957
06/13/2022	852972	Fisher's Technology	Central Services	$ 268.39	1028861 fund- NMC00645, QHM01197
06/13/2022	852972	Fisher's Technology	Public Safety	$ 249.27	1010998 Police- 2PB01307

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/13/2022	852972	Fisher's Technology	Public Safety	$ 2.27	1018967 ICAC- NMC01138
06/13/2022	852972	Fisher's Technology	Public Safety	$ 249.27	1020986 Police- 2PB01307
06/13/2022	852972	Fisher's Technology	Public Safety	$ 1,024.65	1028854 Police- NML03394
06/13/2022	852972	Fisher's Technology	Public Safety	$ 7.71	1028858 ICAC- NMC01138
06/13/2022	852972	Fisher's Technology	Public Safety	$ 10.94	BW COPIES
06/13/2022	852972	Fisher's Technology	Public Safety	$ 4.92	BW COPIES
06/13/2022	852972	Fisher's Technology	Public Safety	$ 1,580.96	Canon Image runner advance DX 527iF MFP
06/13/2022	852972	Fisher's Technology	Public Safety	$ 30.02	COLOR COPIES
06/13/2022	852972	Fisher's Technology	Public Safety	$ 20.67	COLOR COPIES
06/13/2022	852972	Fisher's Technology	Water	$ 52.06	Canon/DXC3725I-HOST contract
06/13/2022	852972	Fisher's Technology	Water	$ 52.37	PRINTER CONTRACT
06/13/2022	852975	Gaertner	Public Safety	$ 3,135.76	Reimbursement for trip to CA for backgrounds
06/13/2022	852977	Glacier Rescue Solution	Public Safety	$ 9,700.00	3-day Confined Space Class, Option 2 with 4-instructors
06/13/2022	852978	Good Earth Works	Wastewater	$ 4,395.00	WO 22-39 Wicks & Fantan Reconnect Sewer & Storm; 22-965
06/13/2022	852981	Granite Peak Analytic	City Ins Fund	$ 3,750.00	Inv. 1087 SWOT Assessment/Consulting
06/13/2022	852981	Granite Peak Analytic	City Ins Fund	$ 1,000.00	Inv. 1088 June Consulting
06/13/2022	852983	Hach Company	Water	$ 2,640.20	WTP kit, digestion tubes
06/13/2022	852988	Highmark Traffic	Airport	$ 5,175.00	Re-stripe Paint Markings on Runway 10R/28L
06/13/2022	852993	Impact Absorbents	Fleet	$ 1,332.26	82697 PO NUM 314570
06/13/2022	852993	Impact Absorbents	Solid Waste	$ 1,332.26	82697
06/13/2022	852997	Invoice Cloud	Building	$ 62.69	May 2022
06/13/2022	852997	Invoice Cloud	City Ins Fund	$ 143.95	May 2022
06/13/2022	852997	Invoice Cloud	Parking	$ 119.36	May 2022
06/13/2022	852997	Invoice Cloud	Solid Waste	$ 6,715.86	May 2022
06/13/2022	852997	Invoice Cloud	Wastewater	$ 7,528.09	May 2022
06/13/2022	852997	Invoice Cloud	Water	$ 20,252.67	May 2022
06/13/2022	852998	IProjectSolutions	Building	$ 12,640.00	new plan table for new plans examiner
06/13/2022	853000	Jacobs Engineering	Airport	$ 3,227.00	Independent Fee Review Terminal Expansion Phase 3-5
06/13/2022	853000	Jacobs Engineering	Airport	$ 273.00	Independent Fee Review Terminal Expansion Phase 3-6
06/13/2022	853003	Johnson Laffen Galloway	GO Const	$ 19,125.16	Phase 1 Stillwater Bldg - develop comprehensive master plan
06/13/2022	853003	Johnson Laffen Galloway	GO Const	$ -	Phase 1 Stillwater Bldg. - construction
06/13/2022	853003	Johnson Laffen Galloway	GO Const	$ -	Phase I Stillwater Bldg - comprehensive design plan
06/13/2022	853009	Knife River	Gas Tax	$ 94,646.63	WO 20-28 Songbird Drive Construction
06/13/2022	853009	Knife River	Sidewalk Const	$ 8,050.52	WO 20-28 Songbird Drive Construction

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/13/2022	853009	Knife River	Street/Traffic	$ 207.69	asphalt
06/13/2022	853011	Kone Inc	Airport	$ 3,400.00	Escalator Inspection
06/13/2022	853011	Kone Inc	Facilities	$ 637.00	Elevator Maintenance 5- 2022
06/13/2022	853013	L P Anderson Tire	Street/Traffic	$ 42.50	1980107
06/13/2022	853013	L P Anderson Tire	Street/Traffic	$ 87.50	1980795
06/13/2022	853013	L P Anderson Tire	Street/Traffic	$ 2,537.12	1981321
06/13/2022	853014	Lee Newspaper	Library	$ 417.55	102-60003259 May 2022
06/13/2022	853014	Lee Newspaper	P.W. Admin	$ 12,625.01	Public Works Department Media Marketing 5/2 - 5/29/2022
06/13/2022	853029	Milam	Public Safety	$ 440.00	reimbursement for trip to Great Falls for Hostage Rescue Course
06/13/2022	853029	Milam	Public Safety	$ 2,358.83	reimbursement for MSTOA 2022
06/13/2022	853031	Millipore Corporation	Water	$ 2,976.45	WTP lab
06/13/2022	853031	Millipore Corporation	Water	$ 1,714.00	WTP repair ZWAA54028
06/13/2022	853034	MT League-Cities & Towns	Wastewater	$ 7,735.66	Upper Missouri Intervention
06/13/2022	853044	NorthWestern Energy	Airport	$ 12.04	0712534-7. Entrance to Gate 16. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 131.82	0712535-4. Employee Parking. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 18.74	0712791-3. Gate 16. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 21.56	0712795-4. Gate 17. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 17.50	0712797-0. Gate 9. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 6.00	0712805-1. IP-10. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 7.23	0712813-5. Burn Pit. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 17.15	0719759-3. Gate 12. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 61.74	0719760-1. Gate 14. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 19.60	0719761-9. Gate 15. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 18.98	0719762-7. Gate 13. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 17.50	0720296-3. Gate 29. May 2022
06/13/2022	853044	NorthWestern Energy	Airport	$ 19.83	2114868-9. Runway Weather System. May 2022
06/13/2022	853044	NorthWestern Energy	Building	$ 21.08	1569631-3
06/13/2022	853044	NorthWestern Energy	Facilities	$ 8.69	3866815-8
06/13/2022	853044	NorthWestern Energy	Facilities	$ 100.79	3922089-2
06/13/2022	853044	NorthWestern Energy	General	$ 146.44	0712538-8
06/13/2022	853044	NorthWestern Energy	General	$ 72.63	0712539-6
06/13/2022	853044	NorthWestern Energy	General	$ 91.24	0720841-6
06/13/2022	853044	NorthWestern Energy	General	$ 9.18	1635289-0
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.12	0722253-2

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 172.90	0722256-5
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.00	0722258-1
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 12.31	0722259-9
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 8.27	0722272-2
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 172.81	0722273-0
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 8.32	0722274-8
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 80.56	0722275-5
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 27.59	0722277-1
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 28.10	0722278-9
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 12.04	0722279-7
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.12	0722280-5
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.12	0722281-3
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.12	0722283-9
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.12	0722284-7
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 12.04	0722808-3
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 10.40	0722852-1
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 8.25	0722862-0
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 46.90	0722901-6
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.37	0722976-8
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 146.10	0722995-8
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 74.59	0723005-5
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.12	0723025-3
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 45.91	0723039-4
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.00	0723046-9
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 18.50	0723049-3
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 17.98	0723064-2
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 17.98	0723065-9
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 4.04	0723391-9
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 129.70	0723884-3
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 17.98	0723887-6
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 146.76	0793134-8
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 27.33	0920801-8
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 15.19	0978917-3
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 78.88	0999807-1

Check Date	Check#	Name	Fund Name	Amount		Item Desc
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.12	1156527-2	
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.00	1230066-1	
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 45.20	1409394-2	
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.12	1588262-4	
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 46.25	1692666-9	
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 7.47	1902257-3	
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 20.57	3020837-5	
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.00	3178260-0	
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 50.70	3241436-9	
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 6.00	3477233-5	
06/13/2022	853044	NorthWestern Energy	Park Dist 1	$ 89.90	3771457-3	
06/13/2022	853044	NorthWestern Energy	Parking	$ 37.96	3835890-9	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 5.52	0722272-2	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.12	0723384-4	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.00	0723385-1	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.00	0723386-9	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.00	0723387-7	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.00	0723388-5	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 2.70	0723391-9	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 45.90	0723392-7	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.85	0723393-5	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.12	0723394-3	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.12	0723395-0	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.12	0723396-8	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.12	0723397-6	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.12	0723398-4	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.12	0723835-5	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 8.25	0723836-3	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.25	0723840-5	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 214.42	0723879-3	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.61	0723883-5	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 45.90	0723885-0	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.61	0881455-0	
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 46.14	0971824-8	

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 0.46	1045813-1
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 45.79	1312707-1
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 45.20	1396192-5
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 104.84	1513796-1
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 151.67	1513800-1
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 8.08	1513802-7
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 13.71	1513804-3
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 7.10	1514388-6
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 6.74	1564209-3
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 46.48	2041362-1
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 2.19	3707234-5
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 2.89	3707235-2
06/13/2022	853044	NorthWestern Energy	Parks Maint	$ 0.93	3707236-0
06/13/2022	853044	NorthWestern Energy	Public Safety	$ 8.45	0712532-1
06/13/2022	853044	NorthWestern Energy	Public Safety	$ 324.10	0720817-6
06/13/2022	853044	NorthWestern Energy	Public Safety	$ 1,263.26	1183483-5
06/13/2022	853044	NorthWestern Energy	Radio	$ 144.15	1006915-1
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 8.08	0855404-0
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 50.61	1045820-6
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 17.03	1738989-1
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 46.01	1797828-9
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 6.97	2047000-1
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 7.59	2047007-6
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 6.97	2047010-0
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 7.47	2047011-8
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 7.23	2047013-4
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 7.35	2047017-5
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 7.47	2047018-3
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 6.61	2047019-1
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 12.56	3088038-9
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 0.81	3590004-2
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 27.43	3648861-7
06/13/2022	853044	NorthWestern Energy	Street/Traffic	$ 15.06	3660075-7
06/13/2022	853044	NorthWestern Energy	Transit	$ 2,119.31	0100473-8. Monad Rd. June 2022

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/13/2022	853044	NorthWestern Energy	Wastewater	$ 63.22	0723383-6
06/13/2022	853044	NorthWestern Energy	Wastewater	$ 693.80	0723878-5
06/13/2022	853044	NorthWestern Energy	Wastewater	$ 7.35	1704025-4
06/13/2022	853044	NorthWestern Energy	Wastewater	$ 68.33	1704030-4
06/13/2022	853044	NorthWestern Energy	Water	$ 6.00	0722249-0
06/13/2022	853044	NorthWestern Energy	Water	$ 2,566.71	0722270-6
06/13/2022	853044	NorthWestern Energy	Water	$ 6.00	1160807-2
06/13/2022	853044	NorthWestern Energy	Water	$ 4.20	1346673-5
06/13/2022	853044	NorthWestern Energy	Water	$ 6.61	1867265-9
06/13/2022	853044	NorthWestern Energy	Water	$ 33.41	1905943-5
06/13/2022	853044	NorthWestern Energy	Water	$ 284.92	805 Constitution Ave; 1920951-9 05.31.2022
06/13/2022	853048	Ole Rentals LLC	Tax Incrmnt S	$ 123,898.00	Council Approved 11/8/2021 Developmental Incentive for Taco Johns
06/13/2022	853052	Potters Industries	Street/Traffic	$ 20,680.00	glass paint beads
06/13/2022	853056	Public Utilities	Airport	$ 7,676.95	136516
06/13/2022	853056	Public Utilities	Airport	$ 71.18	250828-Alpine Air-Maintenance
06/13/2022	853056	Public Utilities	Airport	$ 99.41	250831-Zone Dispatch-IP6 & IP7
06/13/2022	853056	Public Utilities	Airport	$ 49.50	250832-Corp Air/Alpine
06/13/2022	853056	Public Utilities	Airport	$ 177.24	250834-QTA
06/13/2022	853056	Public Utilities	Airport	$ 88.62	250836-West End T-Hangars
06/13/2022	853056	Public Utilities	Airport	$ 120.68	250840-Edwards Jet Center West
06/13/2022	853056	Public Utilities	Airport	$ 92.78	250842-Executive Hangars
06/13/2022	853056	Public Utilities	Airport	$ 6.63	250842-Executive Hangars USDA APHIS
06/13/2022	853056	Public Utilities	Airport	$ 150.30	250843-Airfield Maintenance Compactor
06/13/2022	853056	Public Utilities	Airport	$ 120.24	250845-Airfield Maintenance
06/13/2022	853056	Public Utilities	Airport	$ 312.14	250847-UPS Gate 21
06/13/2022	853056	Public Utilities	Airport	$ 99.00	250848-Edwards Jet Center 1871 Aviation Place
06/13/2022	853056	Public Utilities	Airport	$ 99.41	250849-Rocky Mountain College-EJC
06/13/2022	853056	Public Utilities	Airport	$ 120.68	250850-US Postal Service Gate 15
06/13/2022	853056	Public Utilities	Airport	$ 141.82	250851-Edwards Jet Center 1691 Aviation Place
06/13/2022	853056	Public Utilities	Airport	$ 70.91	250853-Aerotronics
06/13/2022	853056	Public Utilities	Airport	$ 120.68	250854-Marchi Hangar
06/13/2022	853056	Public Utilities	Airport	$ 60.27	250855-Marchi Office
06/13/2022	853056	Public Utilities	Airport	$ 99.41	250857-MT State Lands DEQ/DNRC
06/13/2022	853056	Public Utilities	Airport	$ 99.41	250858-Billings Fire Center-BLM

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/13/2022	853056	Public Utilities	Airport	$ 49.50	250859-TSA
06/13/2022	853056	Public Utilities	Facilities	$ 510.31	158260
06/13/2022	853056	Public Utilities	Wastewater	$ 9.60	180645
06/13/2022	853062	Rexel USA Inc	Wastewater	$ 261.12	fittings for WTP lift station remodel LS003
06/13/2022	853062	Rexel USA Inc	Wastewater	$ 966.23	seals for WTP lift improvement LS003
06/13/2022	853062	Rexel USA Inc	Wastewater	$ 1,846.07	tool for coring concrete holes
06/13/2022	853062	Rexel USA Inc	Water	$ 43.96	box for elec communications
06/13/2022	853062	Rexel USA Inc	Water	$ 978.34	elec supplies for grounding radio system at Christensen
06/13/2022	853062	Rexel USA Inc	Water	$ 1,232.09	power conditioner for L-Structure
06/13/2022	853062	Rexel USA Inc	Water	$ 1,846.07	tool for coring concrete holes
06/13/2022	853065	Rocky Mt Health	City Ins Fund	$ 7,800.00	Healthy Is Wellness and Health Behavior Program
06/13/2022	853077	Sletten Construction	Airport	$ 369,425.65	AIP-73 Terminal Expansion - Eligible for Reimbursement
06/13/2022	853077	Sletten Construction	Airport	$ 31,252.93	AIP-73 Terminal Expansion - Ineligible for Reimbursement
06/13/2022	853077	Sletten Construction	Airport	$ 71,675.02	Terminal Expansion - Construction AIP73-9 Final Remainder
06/13/2022	853077	Sletten Construction	Airport	$ 847,235.53	Terminal Expansion - Construction AIP73-9 Final Remainder
06/13/2022	853081	St V Occupational	City Ins Fund	$ 870.75	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853081	St V Occupational	General	$ 4,075.00	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853081	St V Occupational	General	$ 95.00	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853081	St V Occupational	Solid Waste	$ 95.00	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853081	St V Occupational	Solid Waste	$ 95.00	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853081	St V Occupational	Street/Traffic	$ 285.00	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853081	St V Occupational	Transit	$ 285.00	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853081	St V Occupational	Transit	$ 95.00	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853081	St V Occupational	Transit	$ 95.00	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853081	St V Occupational	Wastewater	$ 114.00	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853081	St V Occupational	Water	$ 171.00	Drug testing, On-site nursing, DOT Physicals
06/13/2022	853086	Stewart Title	CDBG	$ 10,000.00	FTHB Nicole Erickson 3115 3rd Avenue South
06/13/2022	853096	Toole Design Group	Planning	$ 10,500.50	SAFE ROUTES TO SCHOOL UPDATE
06/13/2022	160	Town & Country Supply	Fleet	$ 33,508.60	427865 PO NUM 314552
06/13/2022	160	Town & Country Supply	Public Safety	$ 1,192.95	426916 FIRE 5: DIESEL DELIVERED
06/13/2022	160	Town & Country Supply	Public Safety	$ 1,550.84	426917 FIRE 3 DIESEL DELIVERED
06/13/2022	160	Town & Country Supply	Public Safety	$ 1,192.95	426918 FIRE 1 DIESEL DELIVERED
06/13/2022	160	Town & Country Supply	Public Safety	$ 1,267.48	426918 FIRE 1 UNLEADEDDELIVERED
06/13/2022	160	Town & Country Supply	Transit	$ 8,637.60	424616 PO NUM 314581. 2000 Gal Unleaded

Check Date	Check#	Name	Fund Name	Amount	Item Desc
06/13/2022	160	Town & Country Supply	Transit	$ 29,092.20	427868 PO NUM 314585. 6000 Gal Dyed #2
06/13/2022	853097	Tractor & Equipment	Street/Traffic	$ 21,798.15	BLW00216728
06/13/2022	853097	Tractor & Equipment	Street/Traffic	$ 3,480.55	BLW00216730
06/13/2022	853097	Tractor & Equipment	Wastewater	$ 91.84	parts for #7906
06/13/2022	853097	Tractor & Equipment	Water	$ 137.77	parts for #7906
06/13/2022	853118	Wright Company MT	Wastewater	$ 6,500.00	2022 bareground week control within WWTP & road to HWY 87E
06/13/2022	853122	Yellowstone County	General	$ 76,493.08	Election charges for Municipal General Election
06/13/2022	853125	Ylwstn Vlly An Shelter	Public Safety	$ 12,075.00	city contract increases

City Council Regular

Date:	07/11/2022
Title:	Public Hearing to Vacate Portions of Rich Lane, Will Way, and Camp Lane Rights-of-Way
Presented by:	Debi Meling
Department:	Public Works
Presentation:	Yes
Legal Review	Yes

RECOMMENDATION

Staff recommends City Council hold a public hearing and approve the vacation of portions of Rich Lane, Will Way, and Camp Lane rights-of-way.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Legacy, LLC. has developed a portion of Legacy Subdivision. Legacy, LLC. is proposing to re-plat the remaining portion of Legacy Subdivision to be called Legacy Subdivision, 2nd Filing. The proposed plat generally consists of residential lots. The new subdivision plat includes relocated lots, added lots, and realigning the undeveloped streets. In order to move forward with the new subdivision plat, it is necessary to vacate the existing rights-of-way and a portion of the existing subdivision plat. Legacy Subdivision, 2nd Filing will dedicate new rights-of-way in place of the vacated rights-of-way. There are no improvements constructed on the portions of rights-of-way to be vacated. A map is attached showing the rights-of-way to be vacated.

In order to complete this process, three procedural items need to occur. The three procedural items include vacation of the existing rights-of-way, approval of a plat vacating the existing subdivision, and approval of a new subdivision plat dedicating new rights-of-way and lots. The vacation of the rights-of-way and the plat of the existing subdivision are done at the same council meeting, with the approval of a new subdivision plat to be at a subsequent Council meeting. The preliminary plat of the Amended Plat of Legacy Subdivision (subdivision vacation) will be presented to City Council for approval on July 11, 2022, the same meeting for the public hearing for the rights-of-way vacation. The preliminary plat for Legacy Subdivision 2nd Filing will be presented to Council for approval on July 25, 2022, and will create new lots and new rights-of-way.

ALTERNATIVES

City Council may:

- Approve the rights-of-way vacation; or,
- Not approve the rights-of-way vacation. If not approved, the developer will have to construct the original streets as platted with Legacy Subdivision.

FISCAL EFFECTS

There are no improvements constructed within the portions of the rights-of-way to be vacated. Since the existing rights-of-way are undeveloped, and there will be new rights-of-way dedicated, City Council has the option to return the rights-of-way to the developer at no cost in accordance with Administrative Order 56. In summary, there is no significant fiscal impact to vacate the rights-of-way.

Attachments

Legacy Subdivision Vacation Plat
Administrative Order No. 56
Petition to Vacate
Resolution to Vacate

Attachment 1

AMENDED PLAT OF LEGACY SUBDIVISION

BEING A VACTION OF

LOTS 6 THROUGH 9 INCLUSIVE OF BLOCK 2, LOTS 1 THROUGH 10 INCLUSIVE OF BLOCK 3, LOTS 2 THROUGH 4 INCLUSIVE OF BLOCK 4, LOTS 2 THROUGH 8 INCLUSIVE OF BLOCK 5,THE ENTIRETY OF WILL WAY, PORTIONS OF RICH LANE AND CAMP LANE SITUATED IN THE NW1/4, SECTION 4, T.1S., R.25E., P.M.M. CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR: LEGACY, LLC
PURPOSE OF SURVEY: VACATE LOTS, BLOCKS, AND STREETS
DATE SURVEYED: FEBRUARY 2022
PREPARED BY: WWC ENGINEERING

LEGAL DESCRIPTION AND PROPERTY OWNER CERTIFICATIONS

STATE OF MONTANA)
: ss
County of Yellowstone)

A tract of land being all of Lots 6 through 9, inclusive of Block 2, Lots 1 through 10, inclusive of Block 3, Lots 2 through 4, inclusive of Block 4, Lots 2 through 8, inclusive of Block 5, and all of Will Way, portions of Rich Lane and Camp Lane of Legacy Subdivision as recorded in the Yellowstone County, Montana, Clerk and Recorder's Office as document number 3371148, said parcel also being located in a portion of the NW1/4 of Section 4, Township 1 South, Range 25 East, Principal Meridian of Montana, City of Billings, Yellowstone County, Montana, being more particularly described by as follows:

Beginning at the northeast corner of Lot 8, Block 5 of Legacy Subdivision; thence along Westerly Right-of-Way of 52nd Street West, S01°02'44"E a distance of 790.01 feet to the corner of Lot 5 and 6, Block 2 of Legacy Subdivision; thence on the line between said Lots 5 and 6, Block 2 of Legacy Subdivision, S89°22'54"W a distance of 101.05 feet to the corner of Lots 4, 5, 6, and 7, Block 2 of Legacy Subdivision; thence on the line between Lots 4 and 7, Block 2 of Legacy Subdivision, S82°47'42"W a distance of 101.75 feet to the corner of Lots 3, 4, 7, and 8, Block 2 of Legacy Subdivision; thence on the line between Lots 3 and 8, Block 2 of Legacy Subdivision, S69°22'58"W a distance of 101.68 feet to the corner common to Lots 2, 3, 8, and 9, Block 2 of Legacy Subdivision; thence on the line between Lots 2 and 9, Block 2 of Legacy Subdivision, S76°03'57"W a distance of 98.80 feet to the corner of Lots 1, 2, 9, and 10, Block 2 of Legacy Subdivision; thence along the line between Lots 9 and 10, Block 2 Legacy Subdivision, N19°22'36"W a distance of 92.87 feet to the corner common to Lots 9 and 10 on the southerly right-of-way of Camp Lane; thence on the southerly right-of-way line of Camp Lane,S70°36'10W a distance of 11.94 feet; thence N19°23'50"W a distance of 50.00 feet to the corner of Lots 1 and 2, Block 4 of Legacy Subdivision on the northerly right-of-way of Camp Lane; thence along the line between Lots 1, 2, and 3, Block 4 of Legacy Subdivision, N18°42'33"W a distance of 129.35 feet to the corner of Lots 1, 3, and 5, Block 4 of Legacy Subdivision; thence along the line between Lots 3, 4, and 5, Block 4 of Legacy Subdivision, N52°11'49"W a distance of 107.11 feet to the corner of Lots 4 and 5 on the southerly right-of-way of Rich Lane; thence on the southerly right-of-way of Rich Lane, S41°40'18"W a distance of 11.31 feet; thence N48°19'42"W a distance of 50.00 feet to the northerly right-of-way of Rich Lane and the corner of Lots 1 and 2, Block 5 of Legacy Subdivision; thence along the line between Lots 1 and 2, Block 5 of Legacy Subdivision, N48°20'04"W a distance of 116.58 feet to the corner of Lots 1 and 2 on the northerly line of Block 5 of Legacy Subdivision; thence along northerly line of said Block 5 of Legacy Subdivision, N41°41'39"E a distance of 141.64 feet; thence along the northerly line of said Block 5 of Legacy Subdivision, N59°33'49"E a distance of 651.34; thence along the northerly line of Block 5 of Legacy Subdivision, N80°53'56"E a distance of 40.10 feet to the northeast corner of Lot 8, Block 5 of Legacy Subdivision which is also the Point of Beginning.

Said tract shall be known and designated as "**AMENDED PLAT OF LEGACY SUBDIVISION**" and contains 8.51 acres, more or less, and is subject to all easements, rights-of-ways, reservations and encumbrances that have been legally acquired.

We hereby certify that the purpose of this survey is to vacate a portion of Legacy Subdivision pursuant M.C.A. 76-3-305; any plat prepared and recorded as provided in this part may be vacated either in whole or in part as provided by 7-5-2501, 7-5-2502, 7-14-2616(1), and (2), 7-14-4114(1) and (2), and 7-14-4115. Upon vacation, the governing body or the district court, as provided in 7-5-2502, shall determine to which properties the title to the streets and alleys of the vacated portions must revert. The governing body or the district court, as provided in 7-5-2502, shall take into consideration the previous platting; the manner in which the right-of-way was originally dedicated, granted, or conveyed; the reasons stated in the petition requesting the vacation; the parties requesting the vacation; and any agreements between adjacent property owners regarding the use of the vacated area. The title to the streets and alleys of the vacated portions may revert to one or more of the owners of the properties within the platted area adjacent to the vacated portions.

_____
Legacy, LLC

_____
Title

STATE OF MONTANA)
: ss
County of Yellowstone)

on this _____ day of _____, 2022, before me, the undersigned a notary public for the State of _____, personally appeared _____, as _____ of Legacy, LLC known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

_____
Notary Public for the State of _____

CERTIFICATE OF SURVEYOR

I, John Bruckner, a Montana Registered Land Surveyor being first duly sworn, deposes and says that during the month of February 2022, a survey was performed under my supervision of a tract of land to be known as **AMENDED PLAT OF LEGACY SUBDIVISION**, in accordance with the request of the owner thereof and in conformance with Montana Subdivision and Platting Act; said subdivision being in accordance with the Landowner's Certificate and as shown on the plat; that the monuments found and set are of the character and occupy the positions hereon.

Dated the _____ day of _____, 2022

_____
John Bruckner
Registration Number 63052 LS

MONTANA
JOHN BRUCKNER
No. 63052 LS
LICENSED
PROFESSIONAL LAND SURVEYOR

CERTIFICATE OF COUNTY TREASURER

I hereby certify that all real property taxes and special assessments have been paid per 76-3-611(1)(b)/76-3-207(3), M.C.A.

_____
County Treasurer or Authorized Representative
Yellowstone County Treasurer's Office

_____
Date

CERTIFICATE OF CITY ENGINEER'S OFFICE

I hereby certify that the annexed and forgoing plat conforms with Section 74-4-25(2)(d), M.C.A. for the removal of sanitary restriction since the plat is inside a master planning area and said lots will be provided with municipal facilities for the supply of water and the disposal of sewage and solid waste.

_____
City Engineer's Office

_____
Date

CERTIFICATE OF CITY ATTORNEY

This document has been reviewed by the City of Billings Attorney's Office and is acceptable as to form.

_____
Attorney or Authorized Representative
City of Billings Attorney's Office

_____
Date

NOTICE OF APPROVAL

STATE OF MONTANA)
: ss
County of Yellowstone)

This plat has been approved for filing by the City of Billings/Yellowstone County Board of Planning and conforms to the recommendations of this board.

_____
President Date

_____
Executive Secretary Date

CERTIFICATE OF CITY COUNCIL APPROVAL

STATE OF MONTANA)
: ss
County of Yellowstone)

We do hereby certify that we have examined the plat of **AMENDED PLAT OF LEGACY SUBDIVISION**, and find that said plat conforms with the requirements of the laws of the State of Montana and that the requirements for park donation have been met to the satisfaction of the Yellowstone County Board of Planning. It is therefore approved and the dedication to the public use of any and all lands sown on this plat as being dedicated to such use are accepted.

IN WITNESS WHEREOF, we have set our hands and the seal of City of Billings, Montana, this _____ day of _____, 20____

_____
CITY OF BILLINGS, MONTANA

BY: _____
Mayor

ATTEST: _____
City Clerk

CERTIFICATE OF FILING BY CLERK AND RECORDER

ROAD VACATION

Resolution Number:_____

Date:_____

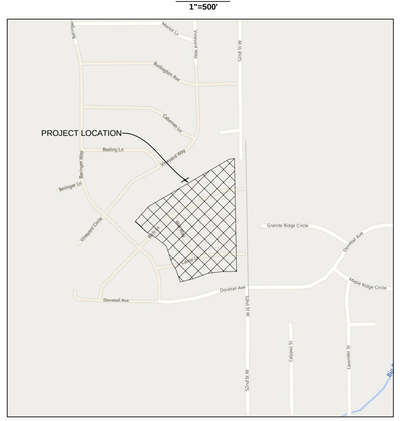
BASIS OF BEARING

NAD83(2011) MONTANA STATE
PLANE COORDINATE SYSTEM, GRID
DISTANCES: GROUND, INTERNATIONAL FOOT

LEGEND

FOUND YELLOW PLASTIC SURVEY CAP
FOUND REBAR AND PLASTIC CAP (LS63052)
ROAD TO BE VACTED
LOTS TO BE VACATED
EASEMENTS TO BE VACATED
SUBDIVISION BOUNDARY

VICINITY MAP
1"=500'


PROJECT LOCATION
Rimrock Rd
Rimrock Ln
Rimrock Ln
Rimrock Rd
Rimrock Rd
Rimrock Rd

ADMINISTRATIVE ORDER NO. 56

Pursuant to Administrative Order, the following procedure is hereby established for determining the valuation of public rights-of-way proposed for vacation.

1. If the City of Billings and the petitioner mutually agree that vacating a public right-of-way is appropriate, and the public has no cost basis in the right-of-way, staff may recommend to the City Council that the right-of-way be returned to the adjacent property from which it was originally dedicated at no cost. This will generally be limited to rights-of-way within platted but undeveloped subdivisions. It would not generally apply to unimproved rights-of-way within otherwise developed parts of the city.

2. In all other cases, the value of public right-of-way to be vacated shall be established in accordance with City Ordinance #90-4922, except the following administrative procedure may be used in lieu of the preparation of a formal appraisal with the mutual agreement of the petitioner and the City.

    a. The value of public right-of-way to be vacated shall generally be considered to have a value equivalent to the adjacent property to which it would become attached. Costs associated with making the right-of-way whole for development (i.e., relocation of utilities, etc.) will be considered a cost of development and will not generally be deducted from the real property value.

    b. The petitioner may elect to submit comparable sales data from recent property transactions within a reasonable proximity of the proposed right-of-way vacation area. The petitioner and the City may mutually agree to a property value based upon comparable sales data in lieu of the preparation of a formal appraisal.

    c. On a case-by-case basis, the petitioner and the City may agree to a lesser value of the vacated right-of-way based upon the proposed use of the acquired land. This would generally involve proposed developments where the vacated right-of-way would be converted to open green space, park area, or other such use that could be construed as an overall public benefit.

This Administrative Order is intended to recognize the stewardship aspect of administering public assets while acknowledging the equity issues associated with vacation of right-of-way within previously undeveloped areas. It is also intended to recognize that public rights-of-way could be vacated for less than appraised value in those cases where the proposed use would reflect a general benefit to the public.

Dated this 25 day of January 1999

Mark Watson

Mark Watson, City Administrator

C:\Corel\Office7\WPWin7\Watson\ROW Admin Order.wpd

REQUEST TO VACATE PUBLIC RIGHT-OF-WAY
CITY OF BILLINGS

Description of Right-of-Way to be vacated:
The entirety of Will Way. Portions of Rich Lane between Block 5 and Block 3 and 4, and Portions of Camp Lane between Block 3 and 4 and Block 2 within Legacy Subdivision, within 1/4 of Section 4, T01S, R25E, Yellowstone County, Montana as shown on Attachment No. 1

We, being all the abutting property owners, request of the City Council the vacation of the above described:

__X__ Street **_____ Alley** **_____ Other R/W**

SIGNATURE	DATE	PROPERTY OWNERSHIP
See Attachment No. 2		

(Additional signatures, if needed, can be on additional sheets.)

WE, the utility companies and governmental departments, listed below, approve, or disapproved this request as noted by our signatures.

	Approved By/Date	Disapproved By/Date
City Public Works	3/18/22	
Heights Water	N/A	N/A
Montana Dakota Utilities	See Exhibit A	
Northwestern Energy	N/A	
Charter	See Exhibit D	
CenturyLink	See Exhibit C	
YVEC	See Exhibit B	
City/Co. Planning Board		

(A letter of explanation may be attached with "See Attached Letter" entered in the appropriate signature slot.)

Petitioner's interest in vacating the public right-of-way: The petitioners will be re-platting the area into approximately 27 lots with water, sewer, and street improvements, as shown on Attachment No. 3.

The petitioner acknowledges and understands that the City will appoint an appraiser to estimate the value of the real property being vacated, and the petitioner agrees that the fee for the appraiser will be borne by the petitioner(s).

ATTACHMENTS:
__X__ Title Report(s)

_X_ Comments from all Utilities
_X_ Map of R/W to be Vacated – ATTACHMENT NO. 1
_N/A_ Traffic Accessibility Study (When required by the City)

AN APPLICATION FEE OF $200 MUST ACCOMPANY THIS PETITION.

Fee Received By: _____ **Date:** 5/19/22
City Engineers Office

A DEPOSIT FOR AN APPRAISAL MUST ALSO ACCOMPANY THIS REQUEST.

Deposit Amount: _____

Received By: _____ **Date:** _____
City Clerk

Copies of City of Billings Ordinance No. 80-4269 and 90-4822, establishing the procedure and compensation to the City of Billings for Discontinuance and Vacation of City Streets, Alleys, and Rights-of-Way, are attached for reference.

The application fee, as stated in BMC 22-602, will be set by the City Administrator after review by the staff. The City Clerk will advertise the public hearing at least one week before the petition is acted upon by the City Council.

This petition is to be returned to the City Clerk, PO Box 1178, Billings, MT 59103. (First Floor, City Hall)

This petition must be accompanied by the statements and reports as listed in BMC 22-601 (a), (b), (c), (d), (e), and (f). (Copy attached)

CONTACT PERSON FOR PETITION:

Greg Reid, WWC Engineering
Telephone No.: 406-894-2210
Mailing Address: 550 S. 24th St. W., Ste201
Billings, MT 59102
Date: March 7, 2022

CITY COUNCIL ACTION: _____

DATE: _____

COMPLETED FORM WITH ATTACHMENTS IS TO BE RETURNED TO BE FILED WITH THE CITY CLERK

Attachment 1

AMENDED PLAT OF LEGACY SUBDIVISION

BEING A VACTION OF

LOTS 6 THROUGH 9 INCLUSIVE OF BLOCK 2, LOTS 1 THROUGH 10 INCLUSIVE OF BLOCK 3, LOTS 2 THROUGH 4 INCLUSIVE OF BLOCK 4, LOTS 2 THROUGH 8 INCLUSIVE OF BLOCK 5,THE ENTIRETY OF WILL WAY, PORTIONS OF RICH LANE AND CAMP LANE SITUATED IN THE NW1/4, SECTION 4, T.1S., R.25E., P.M.M. CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR: LEGACY, LLC
PURPOSE OF SURVEY: VACATE LOTS, BLOCKS, AND STREETS
DATE SURVEYED: FEBRUARY 2022
PREPARED BY: WWC ENGINEERING

LEGAL DESCRIPTION AND PROPERTY OWNER CERTIFICATIONS

STATE OF MONTANA)
: ss
County of Yellowstone)

A tract of land being all of Lots 6 through 9, inclusive of Block 2, Lots 1 through 10, inclusive of Block 3, Lots 2 through 4, inclusive of Block 4, Lots 2 through 8, inclusive of Block 5, and all of Will Way, portions of Rich Lane and Camp Lane of Legacy Subdivision as recorded in the Yellowstone County, Montana, Clerk and Recorder's Office as document number 3371148, said parcel also being located in a portion of the NW1/4 of Section 4, Township 1 South, Range 25 East, Principal Meridian of Montana, City of Billings, Yellowstone County, Montana, being more particularly described by as follows:

Beginning at the northeast corner of Lot 8, Block 5 of Legacy Subdivision; thence along Westerly Right-of-Way of 52nd Street West, S01°02'44"E a distance of 790.01 feet to the corner of Lot 5 and 6, Block 2 of Legacy Subdivision; thence on the line between said Lots 5 and 6, Block 2 of Legacy Subdivision, S89°22'54"W a distance of 101.05 feet to the corner of Lots 4, 5, 6, and 7, Block 2 of Legacy Subdivision; thence on the line between Lots 4 and 7, Block 2 of Legacy Subdivision, S82°47'42"W a distance of 101.75 feet to the corner of Lots 3, 4, 7, and 8, Block 2 of Legacy Subdivision; thence on the line between Lots 3 and 8, Block 2 of Legacy Subdivision, S69°22'58"W a distance of 101.68 feet to the corner common to Lots 2, 3, 8, and 9, Block 2 of Legacy Subdivision; thence on the line between Lots 2 and 9, Block 2 of Legacy Subdivision, S76°03'57"W a distance of 98.80 feet to the corner of Lots 1, 2, 9, and 10, Block 2 of Legacy Subdivision; thence along the line between Lots 9 and 10, Block 2 Legacy Subdivision, N19°22'36"W a distance of 92.87 feet to the corner common to Lots 9 and 10 on the southerly right-of-way of Camp Lane; thence on the southerly right-of-way line of Camp Lane,S70°36'10W a distance of 11.94 feet; thence N19°23'50"W a distance of 50.00 feet to the corner of Lots 1 and 2, Block 4 of Legacy Subdivision on the northerly right-of-way of Camp Lane; thence along the line between Lots 1, 2, and 3, Block 4 of Legacy Subdivision, N18°42'33"W a distance of 129.35 feet to the corner of Lots 1, 3, and 5, Block 4 of Legacy Subdivision; thence along the line between Lots 3, 4, and 5, Block 4 of Legacy Subdivision, N52°11'49"W a distance of 107.11 feet to the corner of Lots 4 and 5 on the southerly right-of-way of Rich Lane; thence on the southerly right-of-way of Rich Lane, S41°40'18"W a distance of 11.31 feet; thence N48°19'42"W a distance of 50.00 feet to the northerly right-of-way of Rich Lane and the corner of Lots 1 and 2, Block 5 of Legacy Subdivision; thence along the line between Lots 1 and 2, Block 5 of Legacy Subdivision, N48°20'04"W a distance of 116.58 feet to the corner of Lots 1 and 2 on the northerly line of Block 5 of Legacy Subdivision; thence along northerly line of said Block 5 of Legacy Subdivision, N41°41'39"E a distance of 141.64 feet; thence along the northerly line of said Block 5 of Legacy Subdivision, N59°33'49"E a distance of 651.34; thence along the northerly line of Block 5 of Legacy Subdivision, N80°53'56"E a distance of 40.10 feet to the northeast corner of Lot 8, Block 5 of Legacy Subdivision which is also the Point of Beginning.

Said tract shall be known and designated as "**AMENDED PLAT OF LEGACY SUBDIVISION**" and contains 8.51 acres, more or less, and is subject to all easements, rights-of-ways, reservations and encumbrances that have been legally acquired.

We hereby certify that the purpose of this survey is to vacate a portion of Legacy Subdivision pursuant M.C.A. 76-3-305; any plat prepared and recorded as provided in this part may be vacated either in whole or in part as provided by 7-5-2501, 7-5-2502, 7-14-2616(1), and (2), 7-14-4114(1) and (2), and 7-14-4115. Upon vacation, the governing body or the district court, as provided in 7-5-2502, shall determine to which properties the title to the streets and alleys of the vacated portions must revert. The governing body or the district court, as provided in 7-5-2502, shall take into consideration the previous platting; the manner in which the right-of-way was originally dedicated, granted, or conveyed; the reasons stated in the petition requesting the vacation; the parties requesting the vacation; and any agreements between adjacent property owners regarding the use of the vacated area. The title to the streets and alleys of the vacated portions may revert to one or more of the owners of the properties within the platted area adjacent to the vacated portions.

_____
Legacy, LLC

_____
Title

STATE OF MONTANA)
: ss
County of Yellowstone)

on this _____ day of _____, 2022, before me, the undersigned a notary public for the State of _____, personally appeared _____, as _____ of Legacy, LLC known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

_____
Notary Public for the State of _____

CERTIFICATE OF SURVEYOR

I, John Bruckner, a Montana Registered Land Surveyor being first duly sworn, deposes and says that during the month of February 2022, a survey was performed under my supervision of a tract of land to be known as **AMENDED PLAT OF LEGACY SUBDIVISION**, in accordance with the request of the owner thereof and in conformance with Montana Subdivision and Platting Act; said subdivision being in accordance with the Landowner's Certificate and as shown on the plat; that the monuments found and set are of the character and occupy the positions hereon.

Dated the _____ day of _____, 2022

_____
John Bruckner
Registration Number 63052 LS

MONTANA
JOHN BRUCKNER
No. 63052 LS
LICENSED
PROFESSIONAL LAND SURVEYOR

CERTIFICATE OF COUNTY TREASURER

I hereby certify that all real property taxes and special assessments have been paid per 76-3-611(1)(b)/76-3-207(3), M.C.A.

_____
County Treasurer or Authorized Representative
Yellowstone County Treasurer's Office

_____
Date

CERTIFICATE OF CITY ENGINEER'S OFFICE

I hereby certify that the annexed and forgoing plat conforms with Section 74-4-25(2)(d), M.C.A. for the removal of sanitary restriction since the plat is inside a master planning area and said lots will be provided with municipal facilities for the supply of water and the disposal of sewage and solid waste.

_____
City Engineer's Office

_____
Date

CERTIFICATE OF CITY ATTORNEY

This document has been reviewed by the City of Billings Attorney's Office and is acceptable as to form.

_____
Attorney or Authorized Representative
City of Billings Attorney's Office

_____
Date

NOTICE OF APPROVAL

STATE OF MONTANA)
: ss
County of Yellowstone)

This plat has been approved for filing by the City of Billings/Yellowstone County Board of Planning and conforms to the recommendations of this board.

_____
President Date

_____
Executive Secretary Date

CERTIFICATE OF CITY COUNCIL APPROVAL

STATE OF MONTANA)
: ss
County of Yellowstone)

We do hereby certify that we have examined the plat of **AMENDED PLAT OF LEGACY SUBDIVISION**, and find that said plat conforms with the requirements of the laws of the State of Montana and that the requirements for park donation have been met to the satisfaction of the Yellowstone County Board of Planning. It is therefore approved and the dedication to the public use of any and all lands sown on this plat as being dedicated to such use are accepted.

IN WITNESS WHEREOF, we have set our hands and the seal of City of Billings, Montana, this _____ day of _____, 20____

_____
CITY OF BILLINGS, MONTANA

BY: _____
Mayor

ATTEST: _____
City Clerk

CERTIFICATE OF FILING BY CLERK AND RECORDER

ROAD VACATION

Resolution Number:_____

Date:_____

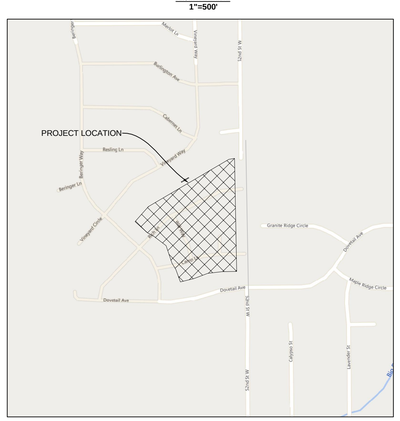
BASIS OF BEARING

NAD83(2011) MONTANA STATE
PLANE COORDINATE SYSTEM, GRID
DISTANCES: GROUND, INTERNATIONAL FOOT

LEGEND

FOUND YELLOW PLASTIC SURVEY CAP
FOUND REBAR AND PLASTIC CAP (LS63052)
ROAD TO BE VACTED
LOTS TO BE VACATED
EASEMENTS TO BE VACATED
SUBDIVISION BOUNDARY

VICINITY MAP
1"=500'


PROJECT LOCATION
Rimrock Rd
Rimrock Ln
Rimrock Ln
Rimrock Rd
Rimrock Rd
Rimrock Rd

Request to Vacate Public Right-of-Way Signatures

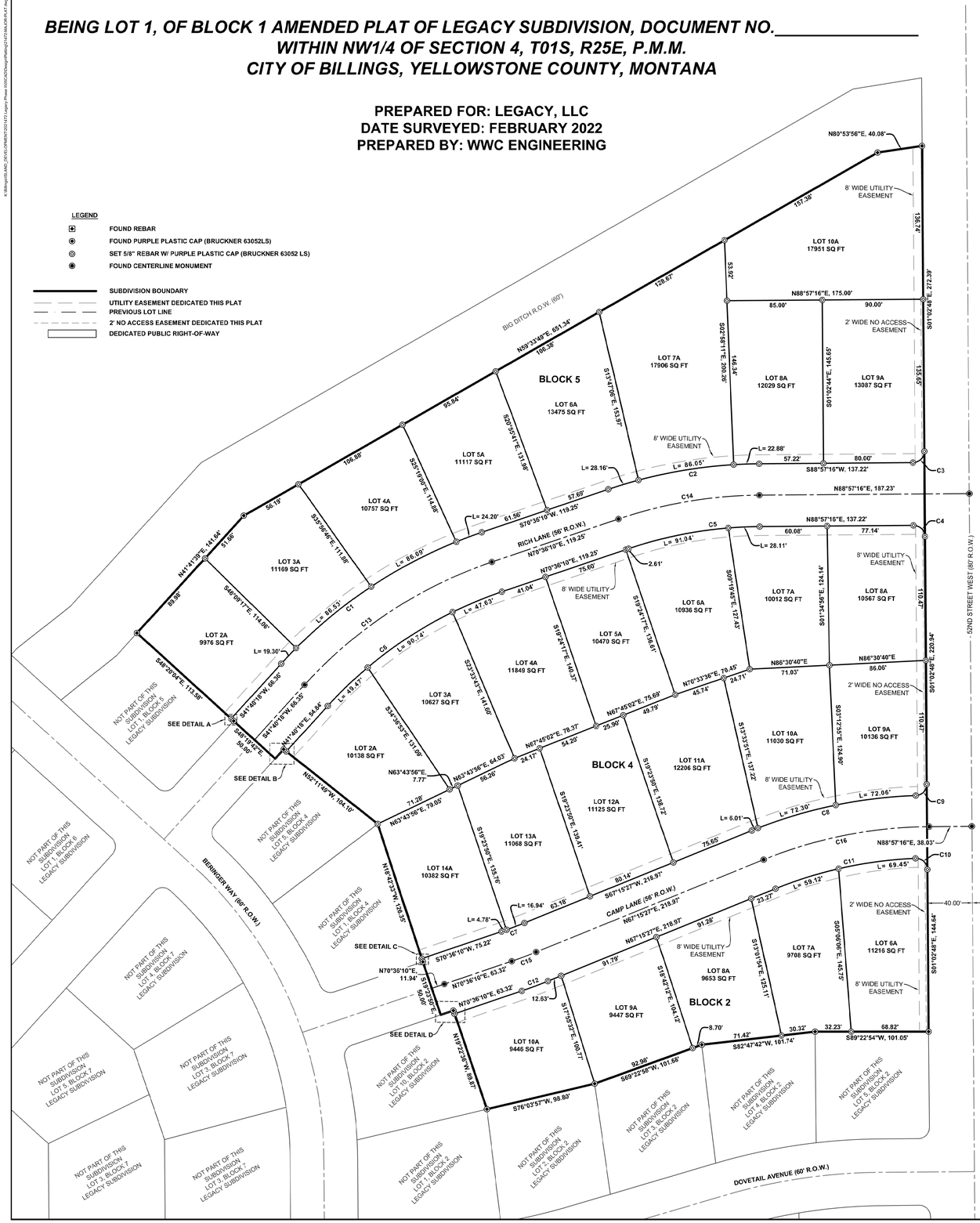
Signature	Date	Property Ownership
Legacy LLC, A Fort Belknap Indian Community Limited Liability	4/15/22	Lots 2-8 of Block 5, Lots 2-4 of Block 4, Lots 1-10 of Block 3, and Lots 6-9 of Block 2

Attachment 2

PLAT OF LEGACY SUBDIVISION, 2ND FILING

BEING LOT 1, OF BLOCK 1 AMENDED PLAT OF LEGACY SUBDIVISION, DOCUMENT NO._____
WITHIN NW1/4 OF SECTION 4, T01S, R25E, P.M.M.
CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR: LEGACY, LLC
DATE SURVEYED: FEBRUARY 2022
PREPARED BY: WWC ENGINEERING



LEGAL DESCRIPTION AND PROPERTY OWNER CERTIFICATE OF DEDICATION

State of Montana)
:SS
County of Yellowstone)

KNOW ALL BY THESE PRESENTS: That we, the undersigned owners, do hereby certify that we, have caused to be surveyed, subdivided, and platted into lots blocks roads and alleys and other divisions and dedications, as shown by this plat hereunto included, the following described tract of land, to wit:

The parcel situated in the NW1/4 of Section 4, T01S, R25E, P.M.M., City of Billings, Yellowstone County, Montana, and more particularly described as Lot 1. of Block 1 Amended Plat of Legacy Subdivision Document No. _____; said tract containing 8.51 acres, more or less.

The above described tract of land is to be known and designated as LEGACY SUBDIVISION, 2ND FILING, City of Billings, Yellowstone County, Montana. The undersigned do hereby grant unto all utility companies, as such are defined and established by Montana Law, and cable television companies, an easement for the location, maintenance, repair, removal of lines over, under and across the areas designated on the plat as Utility Easement to have and hold forever. The lands designated as public right-of-way are hereby granted and dedicated to the use of the public forever shall include the portions of Rich Lane and Camp Lane as shown on the plat

DATED THIS _____ DAY OF _____, 2022.

LEGACY LLC

_____

ACKNOWLEDGMENTS

State of Montana)
:SS
County of Yellowstone)

On this _____ day of _____, 2022, before me, the undersigned a notary public for the State of _____, personally appeared _____ of Legacy LLC, known to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same.

_____
Notary Public for the State of _____

CERTIFICATE OF CITY ATTORNEY

This Subdivision Plat has been reviewed by the City Attorney's Office and is acceptable to form.

Dated this _____ day of _____, 2022

_____
Reviewed by

ERRORS AND OMISSIONS REVIEW

Reviewed for errors and omissions in calculations and drafting this _____ day of _____, 2022, pursuant to section 76-3-611(2)(a), M.C.A.

_____
Examining Land Surveyor

Reg. No. _____

CERTIFICATE OF COUNTY TREASURER

I hereby certify, pursuant to Section 76-3-611(1)(b), MCA, that all real property taxes and special assessments assessed and levied on the land described on this Subdivision Plat and encompassed by the proposed division have been paid.

Dated this _____ day of _____, 2022

_____
DEPUTY TREASURER
YELLOWSTONE COUNTY, MONTANA

CERTIFICATE OF SURVEYOR

The undersigned, a Montana Registered Land Surveyor being first duly sworn, deposes and says that during the month of January 2022, a survey was performed under his supervision of a tract of land to be known as LEGACY SUBDIVISION, 2ND FILING, in accordance with the request of the owner thereof and in conformance with Montana Subdivision and Platting Act; said subdivision being in accordance with the Landowner's Certificate and as shown on the plat; that the monuments found and set are of the character and occupy the positions hereon.

Dated the _____ day of _____, 2022

_____
John Bruckner
Registration Number 63052 LS

MONTANA
JOHN BRUCKNER
No. 63052 LS
PROFESSIONAL LICENSED LAND SURVEYOR

SUBDIVISION IMPROVEMENTS AGREEMENT

Doucument No. _____

CERTIFICATE OF CITY ENGINEER'S OFFICE

I hereby certify that I have examined the annexed plat and find that it conforms with Section 76-4-125(1)(d) MCA, removing sanitary restrictions since the plat is inside a master planning area and is provided with municipal facilities for the supply of water and disposal of sewage and solid waste.

Dated this _____ day of _____, 2022

_____
CITY ENGINEER'S OFFICE

NOTICE OF APPROVAL

STATE OF MONTANA)
: ss
County of Yellowstone)

This plat has been approved for filing by the Yellowstone County Board of Planning and conforms to the recommendations of this board.

Date _____
_____
President

_____
Executive Secretary

CERTIFICATE OF CITY COUNCIL APPROVAL

The City Council of the City of Billings, Yellowstone County, Montana does hereby certify that the accompanying plat for LEGACY SUBDIVISION, 2ND FILING has been duly examined and have found the same to conform to the law and hereby approve it.

Dated this _____ day of _____, 2022

_____
CITY OF BILLINGS, MONTANA

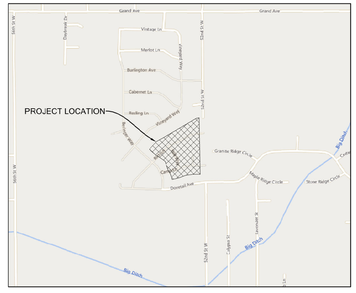
BY: _____
Mayor

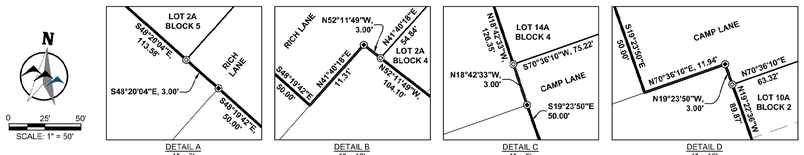
ATTEST: _____
City Clerk

CERTIFICATE OF FILING BY CLERK AND RECORDER

Curve Table					
Curve No.	Radius	Length	Delta	Chord Bearing	Chord Length
C1	428.00'	216.12'	28°55'52"	N56°08'14"E	213.83'
C2	428.00'	137.09'	18°21'06"	N79°46'43"E	136.51'
C3	10.00'	15.71'	90°00'04"	N43°57'14"E	14.15'
C4	10.00'	15.71'	89°59'56"	S46°02'46"E	14.15'
C5	372.00'	119.15'	18°21'06"	N79°46'43"E	118.65'
C6	372.00'	187.84'	28°55'52"	N56°08'14"E	185.85'
C7	372.00'	21.72'	3°20'44"	S68°55'48"W	21.72'
C8	428.00'	150.37'	20°07'49"	S77°19'21"W	149.61'
C9	10.00'	15.43'	88°26'03"	S43°10'13"W	13.95'
C10	10.00'	16.04'	91°53'40"	N46°59'38"W	14.38'
C11	372.00'	128.56'	19°48'05"	S77°09'29"W	127.93'
C12	428.00'	24.99'	3°20'44"	S68°55'48"W	24.99'
C13	400.00'	201.98'	28°55'52"	N56°08'14"E	199.84'
C14	400.00'	128.12'	18°21'06"	N79°46'43"E	127.58'
C15	400.00'	23.36'	3°20'44"	S68°55'48"W	23.36'
C16	400.00'	151.47'	21°41'49"	S78°06'21"W	150.58'

VICINITY MAP
1"=1000'





BASIS OF BEARING
NAD83(2011) MONTANA STATE
PLANE COORDINATE SYSTEM, GRID
DISTANCES: GROUND, INTERNATIONAL FOOT

LEGACY SUBDIVISION, 2ND FILING
YELLOWSTONE COUNTY, MONTANA

PREPARED FOR:
LEGACY, LLC
353 OLD HAYS ROAD
HAYS, MT 59527

PREPARED BY:
WWC ENGINEERING
550 S. 24TH ST. W., SUITE 201
BILLINGS, MT 59102
(406) 894-2210
www.wwcengineering.com

PROJECT NO. 21472			
NO.	REVISION	BY	DATE

DESIGNED BY: WWC
DRAWN BY: MRZ
CHECKED BY: JPB
DATE: 2/8/2022
DRAWING NO. 1

Exhibit A

REQUEST TO VACATE PUBLIC RIGHT-OF-WAY
CITY OF BILLINGS

Description of Right-of-Way to be vacated:
The entirety of Will Way. Portions of Rich Lane between Block 5 and Block 3 and 4, and Portions of Camp Lane between Block 3 and 4 and Block 2 within Legacy Subdivision, within 1/4 of Section 4, T01S, R25E, Yellowstone County, Montana as shown on Attachment No. 1

We, being all the abutting property owners, request of the City Council the vacation of the above described:

__X__Street **_____Alley** **_____Other R/W**

SIGNATURE	DATE	PROPERTY OWNERSHIP
See Attachment No. 2		

(Additional signatures, if needed, can be on additional sheets.)

WE, the utility companies and governmental departments, listed below, approve, or disapprove this request as noted by our signatures.

	Approved By/Date	Disapproved By/Date
City Public Works		
Heights Water	N/A	N/A
Montana Dakota Utilities	3-8-22	
Northwestern Energy		
Charter		
CenturyLink		
City/Co. Planning Board		

(A letter of explanation may be attached with "See Attached Letter" entered in the appropriate signature slot.)

Petitioner's interest in vacating the public right-of-way: The petitioners will be re-platting the area into approximately 27 lots with water, sewer, and street improvements, as shown on Attachment No. 3.

The petitioner acknowledges and understands that the City will appoint an appraiser to estimate the value of the real property being vacated, and the petitioner agrees that the fee for the appraiser will be borne by the petitioner(s).

ATTACHMENTS:
_X_ Title Report(s)

__X__ Comments from all Utilities
__X__ Map of R/W to be Vacated – ATTACHMENT NO. 1
__N/A__ Traffic Accessibility Study (When required by the City)

AN APPLICATION FEE OF $200 MUST ACCOMPANY THIS PETITION.

Fee Received By:_____ **Date:**_____
City Engineers Office

A DEPOSIT FOR AN APPRAISAL MUST ALSO ACCOMPANY THIS REQUEST.

Deposit Amount:_____

Received By:_____ **Date:**_____
City Clerk

Copies of City of Billings Ordinance No. 80-4269 and 90-4822, establishing the procedure and compensation to the City of Billings for Discontinuance and Vacation of City Streets, Alleys, and Rights-of-Way, are attached for reference.

The application fee, as stated in BMC 22-602, will be set by the City Administrator after review by the staff. The City Clerk will advertise the public hearing at least one week before the petition is acted upon by the City Council.

This petition is to be returned to the City Clerk, PO Box 1178, Billings, MT 59103. (First Floor, City Hall)

This petition must be accompanied by the statements and reports as listed in BMC 22-601 (a), (b), (c), (d), (e), and (f). (Copy attached)

CONTACT PERSON FOR PETITION:

Greg Reid, WWC Engineering
Telephone No.: 406-894-2210
Mailing Address: 550 S. 24th St. W., Ste201
Billings, MT 59102
Date: March 7, 2022

CITY COUNCIL ACTION:_____

DATE:_____

COMPLETED FORM WITH ATTACHMENTS IS TO BE RETURNED TO BE FILED WITH THE CITY CLERK

REQUEST TO VACATE PUBLIC RIGHT-OF-WAY
CITY OF BILLINGS

Description of Right-of-Way to be vacated:
The entirety of Will Way, Portions of Rich Lane between Block 5 and Block 3 and 4, and Portions of Camp Lane between Block 3 and 4 and Block 2 within Legacy Subdivision, within 1/4 of Section 4, T01S, R25E, Yellowstone County, Montana as shown on Attachment No. 1

We, being all the abutting property owners, request of the City Council the vacation of the above described:

__X__ Street _____ Alley _____ Other R/W

SIGNATURE	DATE	PROPERTY OWNERSHIP
See Attachment No. 2		

(Additional signatures, if needed, can be on additional sheets.)

WE, the utility companies and governmental departments, listed below, approve, or disapprove this request as noted by our signatures.

	Approved By/Date	Disapproved By/Date
City Public Works		
Heights Water	N/A	N/A
Montana Dakota Utilities		
Northwestern Energy		
Charter		
CenturyLink		
YELLOWSTONE VALLEY ELECTRIC COOP. / City/Co. Planning Board	BRENT KOLTI	4/22/22

(A letter of explanation may be attached with "See Attached Letter" entered in the appropriate signature slot.)

Petitioner's interest in vacating the public right-of-way: The petitioners will be re-platting the area into approximately 27 lots with water, sewer, and street improvements, as shown on Attachment No. 3.

The petitioner acknowledges and understands that the City will appoint an appraiser to estimate the value of the real property being vacated, and the petitioner agrees that the fee for the appraiser will be borne by the petitioner(s).

ATTACHMENTS:
__X__ Title Report(s)

_X_ Comments from all Utilities
_X_ Map of R/W to be Vacated – ATTACHMENT NO. 1
_N/A_ Traffic Accessibility Study (When required by the City)

AN APPLICATION FEE OF $200 MUST ACCOMPANY THIS PETITION.

Fee Received By:_____ Date:_____
City Engineers Office

A DEPOSIT FOR AN APPRAISAL MUST ALSO ACCOMPANY THIS REQUEST.

Deposit Amount:_____

Received By:_____ Date:_____
City Clerk

Copies of City of Billings Ordinance No. 80-4269 and 90-4822, establishing the procedure and compensation to the City of Billings for Discontinuance and Vacation of City Streets, Alleys, and Rights-of-Way, are attached for reference.

The application fee, as stated in BMC 22-602, will be set by the City Administrator after review by the staff. The City Clerk will advertise the public hearing at least one week before the petition is acted upon by the City Council.

This petition is to be returned to the City Clerk, PO Box 1178, Billings, MT 59103. (First Floor, City Hall)

This petition must be accompanied by the statements and reports as listed in BMC 22-601 (a), (b), (c), (d), (e), and (f). (Copy attached)

CONTACT PERSON FOR PETITION:

Greg Reid, WWC Engineering
Telephone No.: 406-894-2210
Mailing Address: 550 S. 24th St. W., Ste201
Billings, MT 59102
Date: March 7, 2022

CITY COUNCIL ACTION:_____

DATE:_____

COMPLETED FORM WITH ATTACHMENTS IS TO BE RETURNED TO BE FILED WITH THE CITY CLERK

Greg Jones

From: Williams, Christopher <Christopher.Williams1@lumen.com>
Sent: Friday, May 6, 2022 7:58 AM
To: Greg Reid; Sterr, Julie
Cc: Greg Jones
Subject: RE: Request to Vacate

WARNING: This email originated from an external sender. Please use caution when clicking links or opening attachments.

Greg,
The request for easement vacation is acceptable to Lumen. I apologize for the delay in getting back to you.
Thanks,

Chris Williams
Network Implementation Engineer II - MT
219 Calhoun Ln, Billings, MT 59101
Cell: 406-598-8554
Christopher.Williams1@Lumen.com

From: Greg Reid <gtrei@wwcengineering.com>
Sent: Thursday, May 5, 2022 6:01 PM
To: Williams, Christopher <Christopher.Williams1@lumen.com>; Sterr, Julie <Julie.Sterr1@lumen.com>
Cc: Greg Jones <gjones@wwcengineering.com>
Subject: RE: Request to Vacate

Chris and Julie,
We have not received any response back regarding this as of yet, to my knowledge. We need to move forward with this and would appreciate a response from Lumen. The rest of the dry utility companies have confirmed it is acceptable to them and Lumen is the only one that has not responded. If we do not receive a response from Lumen we will consider it acceptance of the vacation, as the other utilities have confirmed, and move forward.
Greg

Greg Reid, P.E. | Billings Branch Manager
550 S 24th St. W, Ste. 201 | Billings, MT 59102
Tel 406-894-2210 | Cell 406-799-1415
www.wwcengineering.com

From: Greg Reid
Sent: Monday, April 25, 2022 8:51 AM
To: Williams, Christopher <Christopher.Williams1@lumen.com>; Sterr, Julie <Julie.Sterr1@lumen.com>
Cc: Greg Jones <gjones@wwcengineering.com>
Subject: RE: Request to Vacate

Thanks Chris,
Please push this along as we need to move this project forward. The only utility that has not responded to date is Lumen, which is holding our submittal up.

Greg Jones

From: Barham, Danny L <Danny.Barham@charter.com>
Sent: Thursday, April 21, 2022 3:59 PM
To: Greg Reid; Christopher.Williams1@centurylink.com; Julie.Sterr1@lumen.com; lisab2256@charter.net; elaine.castillo@lumen.com
Cc: Greg Jones; Lind, Jeremy; Cole, Matthew; Fitzgerald, Eric
Subject: RE: Legacy Subdivision Public Right-of-Way Vacation Petition

WARNING: This email originated from an external sender. Please use caution when clicking links or opening attachments.

This vacation is ok with Charter

From: Greg Reid [mailto:greid@wwcengineering.com]
Sent: Thursday, April 21, 2022 3:18 PM
To: Barham, Danny L <Danny.Barham@charter.com>; Christopher.Williams1@centurylink.com; Julie.Sterr1@lumen.com; lisab2256@charter.net; elaine.castillo@lumen.com
Cc: Greg Jones <gjones@wwcengineering.com>
Subject: [EXTERNAL] RE: Legacy Subdivision Public Right-of-Way Vacation Petition

CAUTION: The e-mail below is from an external source. Please exercise caution before opening attachments, clicking links, or following guidance.

All,
I spoke with the City regarding the requested road and utility easement vacation. In lieu of signing the form and returning it, it would suffice if you would reply to this email saying that the vacation is acceptable.
Thanks,
Greg

WWC ENGINEERING
Greg Reid, P.E. | Billings Branch Manager
550 S 24th St. W, Ste. 201 | Billings, MT 59102
Tel 406-894-2210 | Cell 406-799-1415
www.wwcengineering.com

From: Greg Jones <gjones@wwcengineering.com>
Sent: Monday, April 11, 2022 4:15 PM
To: Danny.Barham@charter.com; Christopher.Williams1@centurylink.com; Julie.Sterr1@lumen.com
Cc: Greg Reid <greid@wwcengineering.com>
Subject: FW: Legacy Subdivision Public Right-of-Way Vacation Petition

All,

I am following up on this request as the Owner is moving forward with the ROW vacation. Please sign and return with approval/disapproval and reasoning (if applicable).

Thanks,
Greg

WWC ENGINEERING

First Montana Title
2737 Montana Avenue
Billings, MT 59101
Phone (406) 248-3000
Fax (406) 248-9928
Trina@firstmontanatitle.com

May 12, 2022

Dear Greg Reid;

As requested, we have prepared an ownership report on the following legal description(s):

Block 2: Lots 6, 7, 8 and 9;
Block 3: Lots 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10;
Block 4: Lots 2, 3 and 4;
Block 5: Lots 2, 3, 4, 5, 6, 7 and 8;

Of Legacy Subdivision, in the City of Billings, Yellowstone County, Montana, according to the official plat on file in the office of the Clerk and Recorder of said County, under Document No. 3371148.

As of **May 02, 2002, 5:00 PM**, we find ownership as follows on the attached page(s).

This report is limited to verification of the ownership of the above described property, and the liability for this report will not exceed the amount paid for said report. No search has been made for easements, restrictions, liens, judgments or other encumbrances.

Thank you for choosing First Montana Title.

FMT of Billings, LLC

By: _____
Title Officer

Tax Information:

General and special taxes and assessments for the year 2022, which are a lien but not yet computed or payable. Tax Codes: A33312, A33313, A33314, A33315, A33317, A33318, A33319, A33320, A33321, A33322, A33323, A33324, A33325, A33326, A33328, A33329, A33330, A33333, A33334, A33335, A33336, A33337, A33338, A33339.

Legal Description:

Block 2: Lots 6, 7, 8 and 9;
Block 3: Lots 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10;
Block 4: Lots 2, 3 and 4;
Block 5: Lots 2, 3, 4, 5, 6, 7 and 8;

Of Legacy Subdivision, in the City of Billings, Yellowstone County, Montana, according to the official plat on file in the office of the Clerk and Recorder of said County, under Document No. 3371148.

Vested: Legacy LLC, A Fort Belknap Indian Community Limited Liability

Deed Reference: Quit Claim Deed recorded December 20, 2021, under Document No. 4001839.

Mailing Address (If different than Property Address:):
PO Box 470
Hays, MT 59527-0470

RESOLUTION NO. 22-_____

A RESOLUTION OF THE CITY OF BILLINGS, MONTANA, DISCONTINUING AND VACATING <u>portions of Rich Lane, Will Way, and Camp Lane within Legacy Subdivision.</u>

WHEREAS, §7-14-4114, MCA, generally authorizes that a city council may discontinue a street or alley or any part of a street or alley in a city if it can be done without detriment to the public interest by 1) closure to through traffic, which action does not revoke a city's legal right-of-way interest in the street or alley or part thereof; or 2) by vacating a street or alley or any part thereof which action revokes a city's legal right-of-way interest in the street or alley or part thereof;

WHEREAS, §7-14-4115, MCA, provides that vacation authorized in §7-14-4114, MCA, shall not affect the right of any public utility to continue to maintain its plant or equipment in any such streets or alleys; and

WHEREAS, a proper petition was filed with the City Council of the City of Billings, Montana, pursuant to §22-601 BMCC, requesting discontinuance and vacation of **<u>portions of Rich Lane, Will Way, and Camp Lane within Legacy Subdivision</u>** as described hereinafter; and

WHEREAS, a public hearing was properly noticed and held as required by law.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA, AS FOLLOWS:

1. DISCONTINUANCE AND VACATION. Pursuant to §§7-14-4114 and 7-14-4115, MCA, **portions of Rich Lane, Will Way, and Camp Lane within Legacy Subdivision,** described as follows and shown on and incorporated herein as attached exhibit "A", are discontinued and vacated:

   Tracts of land situated in the NW 1/4 of Section 4, T1S, R 25E, P.M.M., City of Billings, Yellowstone County, Montana, said tracts being more particularly described as follows, to wit:

   Being the Rich Lane street right of way adjacent with Lots 2 through 8, Block 5, Lots 4 through 7, Block 3 and Lot 4, Block 4 of Legacy Subdivision, recorded March 23, 2006 under document number 3371148, on file and of record in the office of the Yellowstone County Clerk & Recorder.

   Being the Will Way street right of way adjacent with Lots 2 through 4, Block 4 and Lots 1, 2, and 4, Block 3 of Legacy Subdivision, recorded March 23, 2006 under document number 3371148, on file and of record in the office of the Yellowstone County Clerk & Recorder.

   Being the Camp Lane street right of way adjacent with Lots 6 through 9, Block 2, Lot 2, Block 4, and Lots 1 through 3, and Lots 9 through 10, Block 3 of Legacy Subdivision, recorded March 23, 2006 under document number 3371148, on file and of record in the office of the Yellowstone County Clerk & Recorder.

2. PUBLIC INTEREST. The discontinuance and vacation of these **portions of Rich Lane, Will Way, and Camp Lane within Legacy Subdivision** is in the best interest of the public and can be done without any public detriment.

3. NOTICE OF PUBLIC HEARING. On Monday July 11th, 2022, at 5:30 p.m., or as soon thereafter as the matter could be considered on the agenda in the Council Chambers of the City Hall, Billings, Montana, the City Council heard objections to the adoption of this resolution. The City Clerk published notice twice, at least five (5) days prior to the hearing, in the Yellowstone County News.

4. EFFECTIVE DATE. This resolution shall be effective upon adoption.

ADOPTED AND APPROVED by the City Council of the City of Billings, Montana, on the 11th day of July 2022.

THE CITY OF BILLINGS:

BY:_____
William A. Cole MAYOR

ATTEST:

BY:_____
Denise Bohlman CITY CLERK

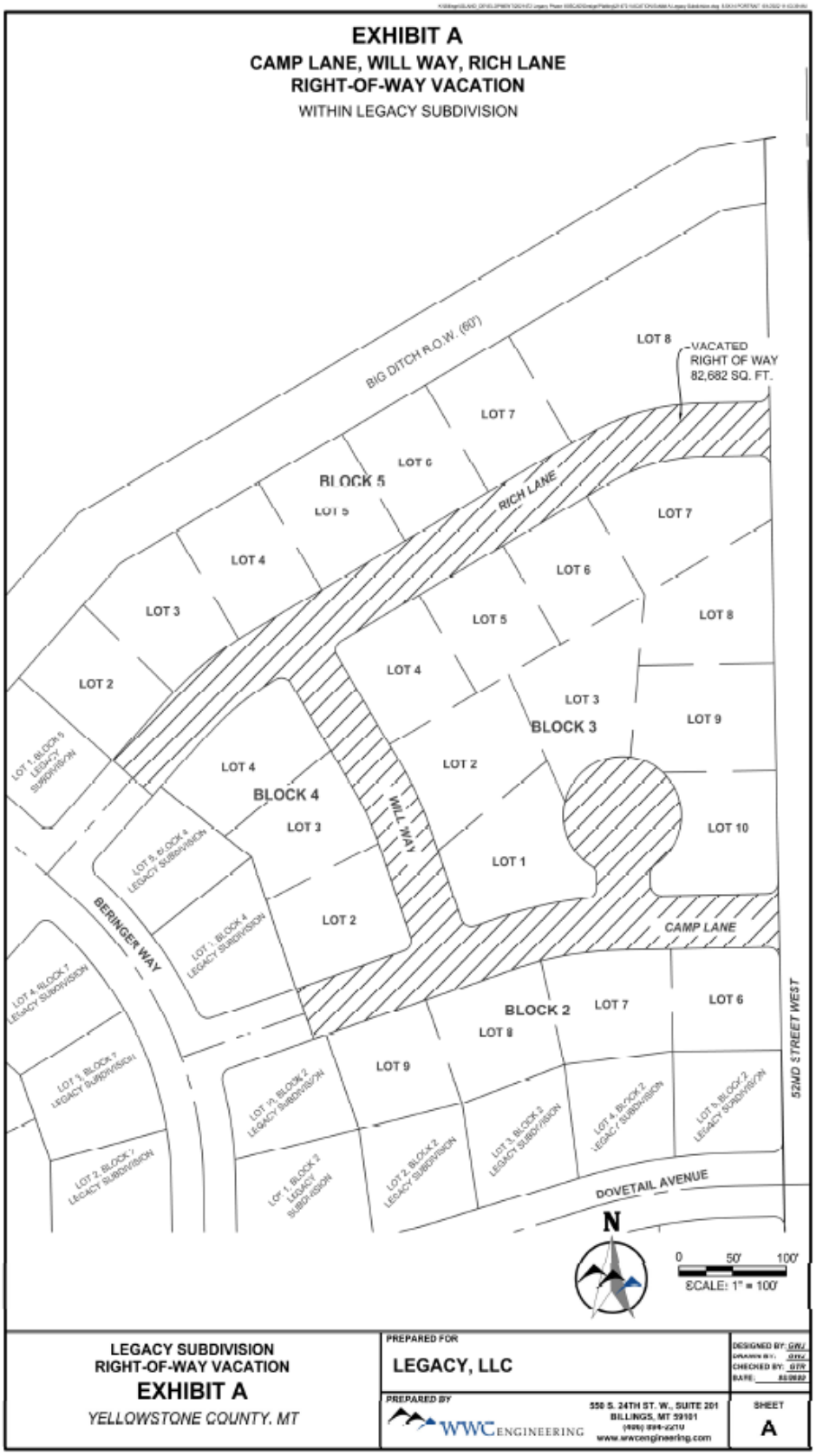


EXHIBIT A
CAMP LANE, WILL WAY, RICH LANE
RIGHT-OF-WAY VACATION
WITHIN LEGACY SUBDIVISION
BIG DITCH R.O.W. (60')
LOT 8
VACATED
RIGHT OF WAY
82,682 SQ. FT.
LOT 7
LOT 6
BLOCK 5
LOT 5
RICH LANE
LOT 4
LOT 3
LOT 2
LOT 1 BLOCK 5 LEGACY SUBDIVISION
LOT 7
LOT 6
LOT 5
LOT 8
LOT 4
LOT 3
BLOCK 3
LOT 9
LOT 2
LOT 1
LOT 10
LOT 4
BLOCK 4
LOT 3
LOT 2
LOT 5 BLOCK 4 LEGACY SUBDIVISION
LOT 1 BLOCK 4 LEGACY SUBDIVISION
WILL WAY
BERINGER WAY
CAMP LANE
LOT 4 BLOCK 7 LEGACY SUBDIVISION
LOT 3 BLOCK 7 LEGACY SUBDIVISION
LOT 2 BLOCK 7 LEGACY SUBDIVISION
BLOCK 2
LOT 7
LOT 6
LOT 8
LOT 9
LOT 1A BLOCK 2 LEGACY SUBDIVISION
LOT 1 BLOCK 3 LEGACY SUBDIVISION
LOT 2 BLOCK 2 LEGACY SUBDIVISION
LOT 3 BLOCK 3 LEGACY SUBDIVISION
LOT 4 BLOCK 2 LEGACY SUBDIVISION
LOT 5 BLOCK 2 LEGACY SUBDIVISION
52ND STREET WEST
DOVETAIL AVENUE
N
0 50' 100'
SCALE: 1" = 100'
LEGACY SUBDIVISION
RIGHT-OF-WAY VACATION
EXHIBIT A
YELLOWSTONE COUNTY, MT
PREPARED FOR
LEGACY, LLC
DESIGNED BY: GWJ
DRAWN BY: JHV
CHECKED BY: GTP
DATE: 8/2/22
PREPARED BY
WWC ENGINEERING
550 S. 24TH ST. W., SUITE 201
BILLINGS, MT 59101
(406) 894-2210
www.wwcengineering.com
SHEET
A

City Council Regular

Date:	07/11/2022
Title:	Amended Plat of Legacy Subdivision - Preliminary Subsequent Minor Plat
Presented by:	Monica Plecker
Department:	Planning & Community Services
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends the City Council conditionally approve the preliminary plat of the Amended Plat of Legacy Subdivision and adopt the Findings of Fact as presented in the staff report.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

On June 1, 2022, WWC Engineering, applied for preliminary subsequent minor plat approval for Amended Plat of Legacy Subdivision. The proposed subdivision replats 24 existing lots into one lot. As such, vacation of internal streets is required. The internal roads Camp Lane, Will Way and Rich Lane and one cul-de-sac wil be vacated. Camp Lane and Rich Lane will be re-aligned with a new subdivision plat, Will Way and the short cul-de-sac will not be re-platted. The subject property is generally located west of 52nd Street West and east of Beringer Way, south of the Big Ditch. The property is zoned Neighborhood 3 (N3).

VARIANCES REQUESTED

No variances from the City Subdivision Regulations have been requested.

PROCEDURAL HISTORY

- Pre-application meeting December 16, 2021
- Completeness and Sufficiency review submitted March 1, 2022
- Preliminary plat application submitted to Planning Division April 15, 2022, delays from need for additional information, and the process for vacating streets the application submittal moved to June 1, 2022.
- Preliminary plat to City Council July 11, 2022
- 35 working-day preliminary plat review period ends July 20, 2022

PLAT INFORMATION

General location:	West of 52nd Street West and east of Beringer Way, south of the Big Ditch
Legal Description: Legacy Subdivision	Lots 6-9, Block 2, Lots 1-10, Block 3, Lots 2-4, Block 4, Lots 2-8, Block 5,
Owner/Subdivider:	Doug Wild
Engineer and Surveyor:	WWC Engineering
Existing Zoning:	N3
Existing land use:	Vacant Subdivision
Proposed land use:	Residential
Gross and Net area:	8.51 acres / 8.51 acres
Proposed number of lots:	1
Lot size:	Max: 8.51 acres Min.: 8.51 acres
Parkland requirements:	No parkland is required as this is a minor plat

STAKEHOLDERS

A public hearing is not scheduled for the City Council meeting; however nearby property owners may attend the City Council meeting. The Planning Division has received no public comments or questions regarding the proposed subdivision.

ALTERNATIVES

In accordance with state law, the City Council has 35 working days to act upon this minor preliminary plat. The 35 working day review period for the proposed plat ends on July 20, 2022. State and City subdivision regulations also require that preliminary plats be reviewed using specific criteria, as stated within this report. The City may not unreasonably restrict an owner's ability to develop land if the subdivider provides evidence that any identified adverse effects can be mitigated.

Within the 35 working day review period, the City Council is required to:
1. Approve;
2. Conditionally Approve; or
3. Deny the Preliminary Plat

FISCAL EFFECTS

Approval of this subdivision does not impact the Planning Division budget.

Attachments

Findings of Fact
Proposed Plat
SIA Draft

FINDINGS OF FACT

The Planning staff has prepared the Findings of Fact for the preliminary subsequent minor plat of Amended Plat of Legacy Subdivision. These findings are based on the preliminary plat application and supplemental documents; addressing the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Billings Subdivision Regulations (Section 23-303(8), BMCC).

A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health, safety and welfare? [MCA 76-3-608 (3) (a) and BMCC 23-302 (8)(b)]

1. Effect on agriculture and agricultural water user facilities

The subject property is not used as farmland. The land has not been used for farming for quite some time. This proposed subdivision will have no effect on agriculture or water user facilities.

2. Effect on local services

a. **Utilities** – Water service will be provided by the City of Billings. With this proposed subdivision vacating lots and resulting in one lot for future subdivision and redevelopment there will be no water lines installed with this subdivision.

b. **Sewer** - Sanitary sewer service will be provided by the City of Billings. The property is currently undeveloped and as this proposed subdivision is to create one lot from 24 to be re-subdivided they will not be installing sanitary sewer with this proposed subdivision.

c. **Storm water** – The property is currently undeveloped and as this proposed subdivision is to create one lot from 24 to be re-subdivided they will not be installing storm water systems with this proposed subdivision.

d. **Solid waste** – The City of Billings will provide solid waste collection and disposal. The City's landfill has adequate capacity for this waste.

e. **Streets** – The subdivision has three streets and one short cul-de-sac, Rich Lane, Will Way and Camp Lane. The short cul-de-sac is off Camp Lane. These roads will be vacated with the vacation of the lots. Rich Lane and Camp Lane will be re-aligned but Will Way and the short cul-de-sac will no longer exist in this subdivision. The vacation of the roads shall be completed before the final plat of the subdivision. **(Condition #1)**

f. **Emergency services** – The Billings Police and Fire Departments will respond to emergencies within the proposed subdivision. The fire station serving this area is located at 54th St. West and Grand Ave. (Station #7). The subdivision is located within the ambulance service area of American Medical Response (AMR).

g. **Schools** – Because this is a one-lot minor there will be minimal effect on the school system.

h. **Parks and Recreation** – There is no parkland requirement for this subdivision.

i. **Mail Delivery -** The United States Postal Service (USPS) has a route to include this subdivision.

3. Effect on the natural environment

The subject property is not currently farmland. This land was platted in March of 2006 as Legacy Subdivision and has not developed completely. This vacation of a portion of Legacy Subdivision will allow the developer to re-subdivide this portion of Legacy Subdivision and it will have little effect on the natural environment.

4. Effect on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. This subdivision should have a minimal effect on wildlife and wildlife habitat.

5. Effect on the public health, safety and welfare

There should be no impacts to public health, safety and welfare because of this subdivision.

B. Was an Environmental Assessment required? [(MCA 76-3-616 and BMCC 23-902]

The proposed subdivision is exempt from the requirement for an Environmental Assessment pursuant to Section 76-3-616 (2), MCA.

C. Does the subdivision conform to the City of Billings 2016 Growth Policy, the 2018 Urban Area Transportation Plan and the Billings Area Bikeway and Trail Master Plan? [BMCC 23-(8)]

1. City of Billings 2016 Growth Policy

The proposed subdivision is consistent with the following goals of the Growth Policy:

> **Essential Investments:** Infill development and development near existing City infrastructure may be the most cost effective. (p.6)

3. 2018 Billings Urban Area Long Range Transportation Plan

The proposed subdivision adheres to the goals and objectives of the Transportation Plan and preserves the street network and street hierarchy specified in the plan.

4. Billings Area Bikeways and Trail Master Plan (BABTMP)

The proposed subdivision lies within the jurisdiction of the BABTMP. There is a trail identified along the Big Ditch. The original Legacy subdivision provided a 60-foot right-of-way over the Big Ditch that can accommodate a trail in the future.

D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [MCA 76-3-608 (3) (b) and BMCC 23-302(8)(b)(1)]

The proposed subdivision satisfies the requirements of the Montana Subdivision and Platting Act and to the design standards specified in the local subdivision regulations. The subdivider and the local government have complied with the subdivision review and approval procedures set forth in the local and state subdivision regulations.

E. Does the proposed subdivision conform to all requirements of the zoning in effect? [BMCC 23-302 (8)(b)(5)]

The subject property will conform to the requirements of current zoning. When future lots are sold, and they submit for a building permit, at that time the additional requirements of zoning will be reviewed with the permit process.

F. Does the proposed plat provide easements for the location and installation of any utilities? [MCA 76-3-608 (3) (c) and BMCC 23-302 (8)(b)(2)]

The subdivider will not be providing utility easements for private utility companies as this single lot will be subdivided in the future. At that time the developer will provide private utility easements.

G. Does the proposed plat provide legal and physical access to each parcel within the subdivision and notation of that access on the plat? [MCA 76-3-608 (3) (d) and BMCC 23-302 (8)(b)(3)]

Legal and physical access to the proposed lots will be provided from Beringer Way for the new lot.

CONCLUSIONS OF FINDINGS OF FACT

- The preliminary plat of Amended Plat of Legacy Subdivision does not create any adverse impacts that warrant denial of the subdivision.

- The proposed subdivision conforms to several of the goals and policies of the 2016 Growth Policy and does not conflict with the Transportation Plan or Billings Area Bikeways and Trail Master Plan.

- The proposed subdivision complies with state and local subdivision regulations, local zoning, and sanitary requirements and provides legal and physical access to each lot.

- Any potential negative or adverse impacts will be mitigated with the proposed conditions of approval.

RECOMMENDATION

Staff recommends conditional approval of the preliminary plat of Amended Plat of Legacy Subdivision, to the City Council, and adopt the Findings of Fact as presented in the staff report.

Approved by the Billings City Council, July 11, 2022

_____

William A. Cole, Mayor

AMENDED PLAT OF LEGACY SUBDIVISION

BEING A VACTION OF

LOTS 6 THROUGH 9 INCLUSIVE OF BLOCK 2, LOTS 1 THROUGH 10 INCLUSIVE OF BLOCK 3, LOTS 2 THROUGH 4 INCLUSIVE OF BLOCK 4, LOTS 2 THROUGH 8 INCLUSIVE OF BLOCK 5,THE ENTIRETY OF WILL WAY, PORTIONS OF RICH LANE AND CAMP LANE SITUATED IN THE NW1/4, SECTION 4, T.1S., R.25E., P.M.M. CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

PREPARED FOR: LEGACY, LLC
PURPOSE OF SURVEY: VACATE LOTS, BLOCKS, AND STREETS
DATE SURVEYED: FEBRUARY 2022
PREPARED BY: WWC ENGINEERING

LEGAL DESCRIPTION AND PROPERTY OWNER CERTIFICATIONS

STATE OF MONTANA)
: ss
County of Yellowstone)

A tract of land being all of Lots 6 through 9, inclusive of Block 2, Lots 1 through 10, inclusive of Block 3, Lots 2 through 4, inclusive of Block 4, Lots 2 through 8, inclusive of Block 5, and all of Will Way, portions of Rich Lane and Camp Lane of Legacy Subdivision as recorded in the Yellowstone County, Montana, Clerk and Recorder's Office as document number 3371148, said parcel also being located in a portion of the NW1/4 of Section 4, Township 1 South, Range 25 East, Principal Meridian of Montana, City of Billings, Yellowstone County, Montana, being more particularly described by as follows:

Beginning at the northeast corner of Lot 8, Block 5 of Legacy Subdivision; thence along Westerly Right-of-Way of 52nd Street West, S01°02'44"E a distance of 790.01 feet to the corner of Lot 5 and 6, Block 2 of Legacy Subdivision; thence on the line between said Lots 5 and 6, Block 2 of Legacy Subdivision, S89°22'54"W a distance of 101.05 feet to the corner of Lots 4, 5, 6, and 7, Block 2 of Legacy Subdivision; thence on the line between Lots 4 and 7, Block 2 of Legacy Subdivision, S82°47'42"W a distance of 101.75 feet to the corner of Lots 3, 4, 7, and 8, Block 2 of Legacy Subdivision; thence on the line between Lots 3 and 8, Block 2 of Legacy Subdivision, S69°22'58"W a distance of 101.68 feet to the corner common to Lots 2, 3, 8, and 9, Block 2 of Legacy Subdivision; thence on the line between Lots 2 and 9, Block 2 of Legacy Subdivision, S76°03'57"W a distance of 98.80 feet to the corner of Lots 1, 2, 9, and 10, Block 2 of Legacy Subdivision; thence along the line between Lots 9 and 10, Block 2 Legacy Subdivision, N19°22'36"W a distance of 92.87 feet to the corner common to Lots 9 and 10 on the southerly right-of-way of Camp Lane; thence on the southerly right-of-way line of Camp Lane,S70°36'10W a distance of 11.94 feet; thence N19°23'50"W a distance of 50.00 feet to the corner of Lots 1 and 2, Block 4 of Legacy Subdivision on the northerly right-of-way of Camp Lane; thence along the line between Lots 1, 2, and 3, Block 4 of Legacy Subdivision, N18°42'33"W a distance of 129.35 feet to the corner of Lots 1, 3, and 5, Block 4 of Legacy Subdivision; thence along the line between Lots 3, 4, and 5, Block 4 of Legacy Subdivision, N52°11'49"W a distance of 107.11 feet to the corner of Lots 4 and 5 on the southerly right-of-way of Rich Lane; thence on the southerly right-of-way of Rich Lane, S41°40'18"W a distance of 11.31 feet; thence N48°19'42"W a distance of 50.00 feet to the northerly right-of-way of Rich Lane and the corner of Lots 1 and 2, Block 5 of Legacy Subdivision; thence along the line between Lots 1 and 2, Block 5 of Legacy Subdivision, N48°20'04"W a distance of 116.58 feet to the corner of Lots 1 and 2 on the northerly line of Block 5 of Legacy Subdivision; thence along northerly line of said Block 5 of Legacy Subdivision, N41°41'39"E a distance of 141.64 feet; thence along the northerly line of said Block 5 of Legacy Subdivision, N59°33'49"E a distance of 651.34; thence along the northerly line of Block 5 of Legacy Subdivision, N80°53'56"E a distance of 40.10 feet to the northeast corner of Lot 8, Block 5 of Legacy Subdivision which is also the Point of Beginning.

Said tract shall be known and designated as "**AMENDED PLAT OF LEGACY SUBDIVISION**" and contains 8.51 acres, more or less, and is subject to all easements, rights-of-ways, reservations and encumbrances that have been legally acquired.

We hereby certify that the purpose of this survey is to vacate a portion of Legacy Subdivision pursuant M.C.A. 76-3-305; any plat prepared and recorded as provided in this part may be vacated either in whole or in part as provided by 7-5-2501, 7-5-2502, 7-14-2616(1), and (2), 7-14-4114(1) and (2), and 7-14-4115. Upon vacation, the governing body or the district court, as provided in 7-5-2502, shall determine to which properties the title to the streets and alleys of the vacated portions must revert. The governing body or the district court, as provided in 7-5-2502, shall take into consideration the previous platting; the manner in which the right-of-way was originally dedicated, granted, or conveyed; the reasons stated in the petition requesting the vacation; the parties requesting the vacation; and any agreements between adjacent property owners regarding the use of the vacated area. The title to the streets and alleys of the vacated portions may revert to one or more of the owners of the properties within the platted area adjacent to the vacated portions.

_____
Legacy, LLC

_____
Title

STATE OF MONTANA)
: ss
County of Yellowstone)

on this _____ day of _____, 2022, before me, the undersigned a notary public for the State of _____, personally appeared _____, as _____ of Legacy, LLC known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

_____
Notary Public for the State of _____

CERTIFICATE OF SURVEYOR

I, John Bruckner, a Montana Registered Land Surveyor being first duly sworn, deposes and says that during the month of February 2022, a survey was performed under my supervision of a tract of land to be known as **AMENDED PLAT OF LEGACY SUBDIVISION**, in accordance with the request of the owner thereof and in conformance with Montana Subdivision and Platting Act; said subdivision being in accordance with the Landowner's Certificate and as shown on the plat; that the monuments found and set are of the character and occupy the positions hereon.

Dated the _____ day of _____, 2022

_____
John Bruckner
Registration Number 63052 LS

MONTANA JOHN BRUCKNER No. 63052 LS LICENSED PROF. LAND SURVEYOR

CERTIFICATE OF COUNTY TREASURER

I hereby certify that all real property taxes and special assessments have been paid per 76-3-611(1)(b)/76-3-207(3), M.C.A.

_____
County Treasurer or Authorized Representative
Yellowstone County Treasurer's Office

_____
Date

CERTIFICATE OF CITY ENGINEER'S OFFICE

I hereby certify that the annexed and forgoing plat conforms with Section 74-4-25(2)(d), M.C.A. for the removal of sanitary restriction since the plat is inside a master planning area and said lots will be provided with municipal facilities for the supply of water and the disposal of sewage and solid waste.

_____
City Engineer's Office

_____
Date

CERTIFICATE OF CITY ATTORNEY

This document has been reviewed by the City of Billings Attorney's Office and is acceptable as to form.

_____
Attorney or Authorized Representative
City of Billings Attorney's Office

_____
Date

NOTICE OF APPROVAL

STATE OF MONTANA)
: ss
County of Yellowstone)

This plat has been approved for filing by the City of Billings/Yellowstone County Board of Planning and conforms to the recommendations of this board.

_____ _____
President Date

_____ _____
Executive Secretary Date

CERTIFICATE OF CITY COUNCIL APPROVAL

STATE OF MONTANA)
: ss
County of Yellowstone)

We do hereby certify that we have examined the plat of **AMENDED PLAT OF LEGACY SUBDIVISION**, and find that said plat conforms with the requirements of the laws of the State of Montana and that the requirements for park donation have been met to the satisfaction of the Yellowstone County Board of Planning. It is therefore approved and the dedication to the public use of any and all lands sown on this plat as being dedicated to such use are accepted.

IN WITNESS WHEREOF, we have set our hands and the seal of City of Billings, Montana, this _____ day of _____, 20____

_____
CITY OF BILLINGS, MONTANA

BY: _____
Mayor

ATTEST: _____
City Clerk

CERTIFICATE OF FILING BY CLERK AND RECORDER

ROAD VACATION

Resolution Number:_____

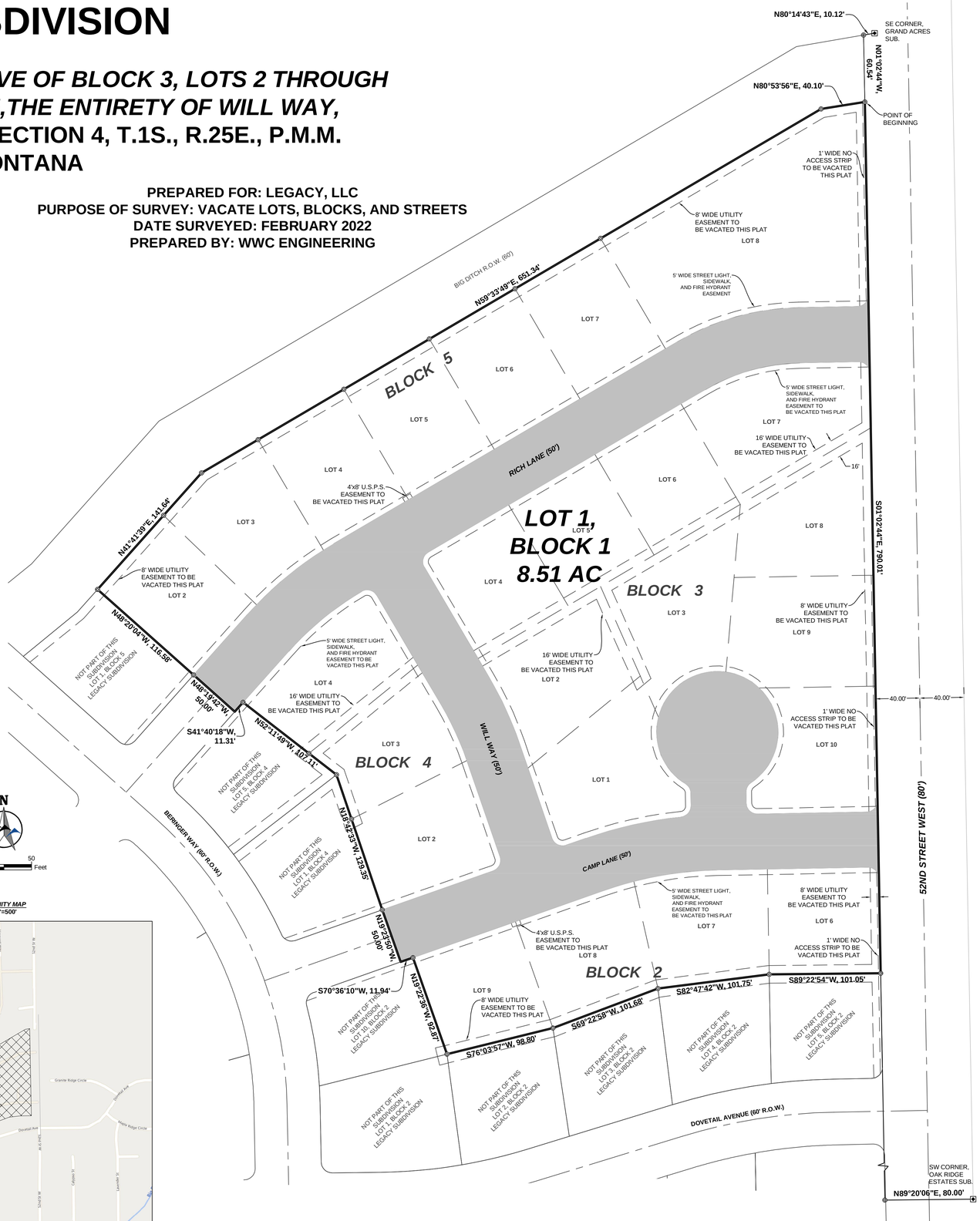
Date:_____

BASIS OF BEARING

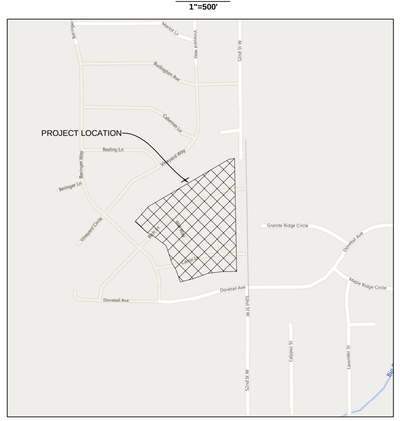
NAD83(2011) MONTANA STATE
PLANE COORDINATE SYSTEM, GRID
DISTANCES: GROUND, INTERNATIONAL FOOT

LEGEND

FOUND YELLOW PLASTIC SURVEY CAP
FOUND REBAR AND PLASTIC CAP (LS63052)
ROAD TO BE VACTED
LOTS TO BE VACATED
EASEMENTS TO BE VACATED
SUBDIVISION BOUNDARY



VICINITY MAP
1"=500'



AMENDED PLAT OF LEGACY SUBDIVISION			
NW1/4, SECTION 4, T.1S., R.25E. P.M.M.			
PREPARED FOR: LEGACY, LLC			
PREPARED BY: WWC ENGINEERING 550 S. 24TH ST. W., SUITE 201 BILLINGS, MT 59101 (406) 894-2210 www.wwcengineering.com			
NO.	REVISION	BY	DATE
DESIGNED BY: WWC DRAWN BY: NRZ CHECKED BY: JPB DATE: 2/3/2022			
PROJECT NO.: 2021472		SHEET 1 OF 1	

SUBDIVISION IMPROVEMENTS AGREEMENT
& WAIVER OF RIGHT TO PROTEST FURTURE SPECIAL IMPROVEMENT DISTRICTS
AMENDED PLAT OF LEGACY SUBDIVISION
CITY OF BILLINGS
Table of Contents

I. VARIANCES 3
II. PROPERTY CONDITIONS AND INFORMATION FOR LOT PURCHASERS 3
III. TRANSPORTATION 3
A. Streets 3
B. Sidewalks 4
C. Street Lighting 4
D. Traffic Control Devices 4
E. Access 4
F. Billings Area Bikeway and Trail Master Plan (BABTMP) 4
G. Public Transit 4
IV. EMERGENCY SERVICES 4
V. STORM DRAINAGE 5
VI. UTILITIES 5
A. Water 5
B. Sanitary Sewer 5
C. Power, Telephone, Gas, and Cable Television 5
VII. PARKS/OPEN SPACE 5
VIII. IRRIGATION 5
IX. SOILS/GEOTECHNICAL STUDY 6
X. PHASING OF IMPROVEMENTS 6
XI. FINANCIAL GUARANTEES 6
XII. LEGAL PROVISIONS APPLYING TO SUBDIVIDER 6

SUBDIVISION IMPROVEMENTS AGREEMENT & WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL IMPROVEMENT DISTRICTS

AMENDED PLAT OF LEGACY SUBDIVISION

This agreement is made and entered into this ____ day of _____, 20__, by and between **LEGACY LLC,** whose address for the purpose of this agreement is **353 Old Hays Road, POB 470, Hays, MT 59527**, hereinafter referred to as "Subdivider," and the **CITY OF BILLINGS**, Billings, Montana, hereinafter referred to as "City."

WITNESSETH:

WHEREAS, the plat of Amended Plat of Legacy Subdivision, located in Yellowstone County, Montana, was submitted to the Yellowstone County Board of Planning; and

WHEREAS, at a regular meeting conducted on _____ day of _____, 20__, the Board of Planning recommended conditional approval of a preliminary plat of Amended Plat of Legacy Subdivision; and

WHEREAS, at a regular meeting conducted on _____ day of _____, 20__, the City Council conditionally approved a preliminary plat of Amended Plat of Legacy Subdivision; and

WHEREAS, a Subdivision Improvements Agreement is required by the City prior to the approval of the final plat.

WHEREAS, the provisions of this agreement shall be effective and applicable to Amended Plat of Legacy Subdivision upon the filing of the final plat thereof in the office of the Clerk and Recorder of Yellowstone County, Montana. The Subdivision shall comply with all requirements of the City of Billings Subdivision Regulations, the rules, regulations, policies, and resolutions of the City of Billings, and the laws and administrative rules of the State of Montana.

THEREFORE, THE PARTIES TO THIS AGREEMENT, for and in consideration of the mutual promises herein contained and for other good and valuable consideration, do hereby agree as follows:

I. VARIANCES

Subdivider has requested no variances.

II. PROPERTY CONDITIONS AND INFORMATION FOR LOT PURCHASERS

A. Lot owners will be required to construct that segment of the required sidewalk that fronts their property at the time of lot development. If sidewalk is not constructed within 5 years, the City has the right to construct the sidewalk and assess the property owners.

B. Lot owners should be aware that this subdivision is being built in close proximity to prime deer and antelope habitat and it is likely that homeowners will experience problems with damage to landscaped shrubs, flowers, and gardens. The Montana Fish, Wildlife, and Parks Department does not provide damage assistance unless there is damage to commercial crops and/or a threat to public health and safety.

C. Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that there could be potential limitations for proposed construction on the lots, which may require a geotechnical survey prior to construction.

D. No water rights have been transferred to the lot owners. Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. Perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners.

E. There is attached hereto a Waiver waiving the right to protest the creation of the special improvement district or districts which by this reference is expressly incorporated herein and made as much a part hereof as though fully and completely set forth herein at this point. The Waiver will be filed with the plat, shall run with the land, and shall constitute the guarantee by the Subdivider and property owner or owners of the developments described herein. Said Waiver is effective upon filing and is not conditioned on the completion of the conditions set forth in this Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.

III. TRANSPORTATION

A. Streets

- No public rights-of-way, paving, sidewalks, street lighting, traffic control devices, or curb and gutter are to be installed with this Subdivision.

- Access to the single lot is provided via either 52nd Street West, Rich Lane, or Camp Lane. As the Subdivision is only one lot, public transit is not provided with this Subdivision.

- Camp Lane and Rich Lane have public Right-of-Way within the one lot vacated as part of this Subdivision.

B. Sidewalks

- No sidewalks are to be constructed with this Subdivision.

C. Street Lighting

- No street lighting is to be constructed with this Subdivision. However, street lighting is included in the Waiver of Right to Protest.

D. Traffic Control Devices

- No traffic signals are anticipated within this Subdivision but are included in the Waiver of Right to Protest.

E. Access

- Access to the single lot is provided via either 52nd Street West, Beringer Way, or Dovetail Avenue.

F. Billings Area Bikeway and Trail Master Plan (BABTMP)

- This Subdivision is located within the jurisdiction of the BABTMP but there are no trails proposed within this Subdivision.

G. Public Transit

- This Subdivision does not require improvements to ensure public transit service. The nearest public transit stop is at the intersection of Shiloh Road and Broadwater and Shiloh Road and Grand Avenue.

IV. EMERGENCY SERVICES

- Emergency service access to the Subdivision will be provided to the edge of the Subdivision via Beringer Way, Dovetail Avenue, and 52nd Street West, all of which were constructed as part of Private Contract Number P-752 improvements. No additional access is to be installed with this Subdivision.

V. STORM DRAINAGE

- No facilities are to be constructed with this Subdivision. Storm drainage will remain as has historically taken place on the property.

VI. UTILITIES

- The Subdivision consists of a single lot and there are no utilities to be installed with this Subdivision.

A. Water

- No water lines are to be installed with this Subdivision.

B. Sanitary Sewer

- No additional sewer lines are to be installed with this Subdivision.

- There are two (2) existing sewer manholes and sanitary mains within the property and have an easement as part of the vacation of public right-of-way per 7-14-4115, M.C.A.

C. Power, Telephone, Gas, and Cable Television

- No new private utilities are to be installed with this Subdivision.

VII. PARKS/OPEN SPACE

- There is no parkland dedication with this Subdivision. The parkland requirements were previously met by Legacy Subdivision.

VIII. IRRIGATION

- The lateral supply ditch running north-south through the property is piped as part of Private Contract Number P-752 and no additional improvements are required. All irrigation rights associated with this property shall be terminated and no longer transferred to any properties undergoing residential development.

- An existing 60-foot Right-of-Way granted to Big Ditch is located along the northern edge of the Amended Plat of Legacy Subdivision.

IX. SOILS/GEOTECHNICAL STUDY

- No facilities are to be constructed with this Subdivision. As such, a geotechnical study is not included.

X. PHASING OF IMPROVEMENTS

- No improvements are to be installed with this Subdivision. As such, no phasing is required.

XI. FINANCIAL GUARANTEES

- Except as otherwise provided, Subdivider shall install and construct said required improvements with cash or by utilizing the mechanics of a private contract secured by letters of credit or a letter of commitment to lend funds from a commercial lender. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said private contract, and the improvements shall be installed as approved by the City Engineer and Utility Department Manager.

XII. LEGAL PROVISIONS APPLYING TO SUBDIVIDER

A. Subdivider agrees to guarantee all public improvements for a period of two years from the date of final acceptance by the City of Billings.

B. The owners of the properties involved in this proposed Subdivision by signature subscribed herein below agree, consent, and shall be bound by the provisions of this Agreement.

C. The covenants, agreements, and all statements in this Agreement run with the land and apply to and shall be binding on the heirs, personal representatives, successors, assigns and transferees of the respective parties.

D. In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs.

E. Any amendments or modifications of this Agreement or any provisions herein shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this Agreement.

F. Subdivider shall comply with all applicable federal, state, and local statutes, ordinances, and administrative regulations during the performance and discharge of its obligations. Subdivider acknowledges and agrees that nothing contained herein shall relieve or exempt it from such compliance.

IN WITNESS WHEREOF, the parties hereto have set their hands and official seals on the date first above written.

"SUBDIVIDER" **LEGACY LLC**

By: _____

Title: _____

STATE OF MONTANA)
: ss
County of)

On this _____ day of _____, 20__, before me, a Notary Public in and for the State of Montana, personally appeared _____ _____, known to me to be the _____ of **LEGACY LLC,** who executed the foregoing instrument and acknowledged to me that he/she executed the same.

_____
Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

This agreement is hereby approved and accepted by the City of Billings, this ____ day of _____, 20__.

"CITY"
CITY OF BILLINGS
MONTANA

By: _____
Mayor

Attest: _____
City Clerk

STATE OF MONTANA)
: ss
County of Yellowstone)

On this ____ day of _____, 20__, before me, a Notary Public in and for the State of Montana, personally appeared _____ and _____, known to me to be the Mayor and City Clerk, respectively, of the City of Billings, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Billings, Montana.

_____
Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

Waiver of Right to Protest
FUTURE SPECIAL IMPROVEMENT DISTRICTS

FOR VALUABLE CONSIDERATION, the undersigned, being the Subdivider and all of the owners of the hereinafter described real property, do hereby waive the right to protest the formation of one or more special improvement district(s) for a period of no more than twenty years from the recording of this waiver, for street light maintenance and energy, and for the construction of streets, street widening, sidewalks, survey monuments, street name signs, curb and gutter, street lights, driveways, traffic signals, and traffic control devices, parks and park maintenance, trails, sanitary sewer lines, water lines, storm drains (either within or outside the area), and other improvements which the City of Billings may require.

This Waiver and Agreement is independent from all other agreements and is supported by sufficient independent consideration to which the undersigned are parties and shall run with the land and shall be binding upon the undersigned, their successors and assigns, and the same shall be recorded in the office of the County Clerk and Recorder of Yellowstone County, Montana.

The real property hereinabove mentioned is more particularly described as follows:

Amended Plat of Legacy Subdivision

Signed and dated this _____ day of _____, 20___.

Subdivider/Owner

_____

STATE OF MONTANA)
: ss
County of Yellowstone)

On this ____ day of _____, 20___, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the _____, of **LEGACY LLC**, the person who executed the forgoing instrument and acknowledged to me that he/she executed the same.

_____
Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

City Council Regular

Date:	07/11/2022
Title:	Public Hearing for Curb Cut Variance - Canal Vista Lot 1A-2 (Master Site)
Presented by:	Debi Meling
Department:	Public Works
Presentation:	Yes
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends City Council approve a curb cut variance for the Canal Vista Master Site situated on Lot 1A-2, Block 62, of Amended Plat of Lake Hills Subdivision 25th Filing Amended.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The property owner of Lot 1A-2, Block 62, of the Amended Plat of Lake Hills Subdivision, 25th Filing Amended is developing the lot as a Master Site Plan known as Canal Vista. The property is being developed as a unit-ownership plan with multiple units on one lot. The property owner is requesting a variance from Section 6-1208(h)(5) of the City Code that limits the number of driveways on each street frontage based on frontage length. The property has nine hundred and seventy (970) feet of frontage along the east side of Ditton Drive. City Code allows two (2) driveways for the first six hundred (600) feet of frontage and one (1) additional driveway for each additional three hundred (300) feet of frontage, which results in four (4) allowable approaches on Ditton Drive. The property owner submitted the master site plan (PZX-21-00316) for City staff review showing five (5) approaches along the east side of Ditton Drive. Previously, this area was platted with thirteen (13) residential lots along the east side of Ditton Drive with lot frontage lengths of sixty-five (65) feet. With the previous configuration, Ditton Drive had up to thirteen (13) anticipated driveways on the east side. The five (5) proposed driveways, although greater than the City Code allowance for the aggregated lot, are less than the number of driveways original platted. In summary, by approving the variance request for one additional driveway for the single lot, there will be eight fewer drive approaches to Ditton Drive than previously platted. The benefit to eight fewer drive approaches results in fewer points of vehicular and pedestrian conflict along Ditton Drive.

ALTERNATIVES

City Council may:

- Approve the variance request for one additional drive approach to the east side of Ditton Drive; or,
- Not approve the variance. If the variance is not approved, the Canal Vista Master Site Plan will have to utilize four approaches to Ditton Drive, instead of five approaches.

FISCAL EFFECTS

There is no significant fiscal impact to the City by approving the variance.

Attachments

PZX-21-00316 Canal vista Variance Application Package

APPLICATION FOR VARIANCE

The undersigned as owner(s) of the following described property hereby request a Variance from the terms of the City of Billings-Section of the Site Development Ordinance.

1. Legal description of property: Lot 1A-2, Block 62, of Amended Plat of Lake Hills Subdivision 25th Filing Amended within the W1/2SE1/4 of Sec. 9, T01 N, R26 E, P.M.M. City of Billings, Yellowstone County, MT

   Tax ID# C08239

2. Address (If unknown, contact the City Engineer's office) or general location:

   Lot 1A-2, Block 62, Amended Plat of Lake Hills Subdivision 25th Filing Amended, City of Billings, MT

3. Owner (s): CANAL VISTA LLC
   (Recorded Owner)
   2519 SUNNYVIEW LN, BILLINGS, MT, 59102-1544
   (Address)
   (406)698-1601 SUE@LOVELYMONTANA.COM
   (Phone Number) (Email)

4. Agent (s): GREG REID
   (Name)
   550 S. 24TH ST. W. STE. 201, BILLINGS, MT, 59102
   (Address)
   (406) 894-2210 GREID@WWCENGINEERING.COM
   (Phone Number) (Email)

5. Section of the Site Development Ordinance that this request for variance applies to:
   BMCC Sec. 6-1208(h)(5)

6. Reason for request: See attached memo.

7. Covenants for deed restriction on the property: Yes X No

I understand that the filing fee accompanying this application is not refundable, that it pays for the cost of processing, and that the fee does not constitute a payment for the variance requested. Also, that all the information presented is true and correct.

Signature: Susan B Lovely (Recorded Owner) Date: 6-3-22

Fee: _____ Receipt # : _____ Hearing Date: _____ Application #_____

APPLICATION FOR VARIANCE

Site Development Ordinance, Section 6 – 1200 of the Municipal Code City of Billings

Instructions

The city council may grant a variance from the terms of this article in specific cases when the city council finds that the granting of the variance will serve the public interest and welfare; and will not conflict with any adopted zoning regulations, comprehensive plan, or subdivision regulations.

The attached application form must be filled out in entirety. Please type or print. You may attach additional pages if space is needed.

1. The applicant shall present (3) copies of a dimensioned site plan of the property for which the application is submitted which shall include, but not limited to the following:

    a. The location and dimension of all vehicular points of ingress and egress, drive approaches, curb and gutter, sidewalks, off-street parking spaces, channelization's and traffic circulation.
    b. The location and size of all existing and proposed buildings, structures and improvements.
    c. The existing buildings, structures, and improvements shall be labeled as such and indicated by a solid line. The proposed buildings, structures, and improvements shall be labeled as such and indicated by a dash or dotted line.

2. Photographs may be submitted and are often helpful. They should be of a size adequate to show the nature of the property.

3. If there are any covenants or deed restrictions on the property subject to variance, submit a copy of them and indicate their expiration date.

4. A fee shall accompany the application for a variance. Checks, credit cards or money orders should be made payable to the City of Billings. Current fees are: $200.00

5. All plans and other exhibits submitted with the application will be retained as a part of the permanent public record.

6. *Procedure.* A public hearing shall be set and conducted by the city council. Applications for variances shall be in writing to the public works department on forms prescribed by this department. An application fee shall accompany the application for variance. The application shall set forth the details of the variance requested and the grounds on which it is claimed that the variance should be granted. Notice of the hearing shall be given as follows:

    a. The applicant will post a sign upon his or her property indicating the general nature of the request and the time, date, and place of the public hearing at least fifteen (15)

days prior to the hearing date. The public works department will provide the signs. Failure of the applicant to post the required sign is deemed a withdrawal of the application for variance.

b. The time, date, and place of the public hearing shall be published in a newspaper of general circulation at least fifteen (15) days prior to the hearing date. Public Works Department will advertise the proposed variance.

VARIANCE PROCEDURE

1. After variance request is received by the Public Works Department, a date for the review staff meeting is set (under normal circumstances this happens within one week of submission).
2. The review staff studies each application with references to its appropriateness and effect on existing and proposed land uses.
3. The review staff reports their findings, in writing, to the Building Department.
4. A packet with all the necessary information is prepared for the City Council. This packet must first be approved by the Public Works Director before it can be submitted to the City Clerk to be placed on the Council Agenda.
5. After the necessary approval is obtained three (3) copies of the packet are prepared and sent to the City Clerk.
6. The City Clerk must place a notice, stating the date of the Council Meeting in which the variance request will be heard, in a public publication fifteen (15) days prior to the meeting.
7. A field inspector is sent to verify that the property, for which the variance has been requested, is posted.
8. The owner or his agent who submitted the variance is notified of the council meeting date.
9. After Council has made a decision, the Public Works Department sends a letter to the applicant notifying them of the results, seven (7) days after the public hearing.
10. This whole process takes from 30 to 45 days to complete (under normal circumstances).

MEMORANDUM

WWC ENGINEERING

550 S 24th St W, Suite 201 Billings, MT 59102
PHONE: (406) 894-2210

TO: **Mac Fogelsong, City Engineer, City of Billings Engineering**

FROM: **Greg Reid, Billings Branch Manager, WWC Engineering**

DATE: **June 21, 2022**

SUBJECT: **SLS Canal Vista Master Site Plan - Variance Application**

WWC Engineering (WWC) has prepared the following memorandum to provide a summary of reasons to grant a variance for the number of curb cuts allowed off the east side of Ditton Drive to Lot 1A-2, Block 62, of the Amended Plat of Lake Hills Subdivision 25th Filing Amended (the Plat).

The aforementioned lot is proposed to be developed as a patio home project with multiple boulevard drive approaches. Each curb cut would provide access to patio home units. The patio home project for this lot proposes 5 curb cuts along Ditton Drive frontage, and said frontage is 978.20 feet per the Plat. Per City of Billings Municipal Code, a single lot is allowed 2 curb cuts for the first 600 feet of frontage, and an additional curb cut for every additional 300 feet of frontage. As a result, the proposed patio home project would be allowed 4 curb cuts per code.

The property has Covenants, Codes, and Restrictions (CCRs), and the CCRs state that the area east of Ditton Drive is identified for a patio home project. This type of project requires the Owner to aggregate the lots along the east side of Ditton Drive and the north side of Lake Heights Drive into a single lot; and also complete a Master Site Plan application through the City of Billings. As the CCRs also required west of Ditton Drive to remain as originally platted, the right-of-way for Ditton Drive was kept in the original location, in turn making short, combined drives required as a second parallel roadway was not feasible. Due to these factors, a variance from the City of Billings Municipal Code is required.

The final reasoning a variance should be granted is the original plat of the property had 13 individual residential lots, which would have resulted in 13 curb cuts along the east side of Ditton Drive. The proposed patio home project meets the intentions of the property as stated in the CCRs, while also reducing the number of curb cuts along the east side of Ditton Drive from 13 to 5.

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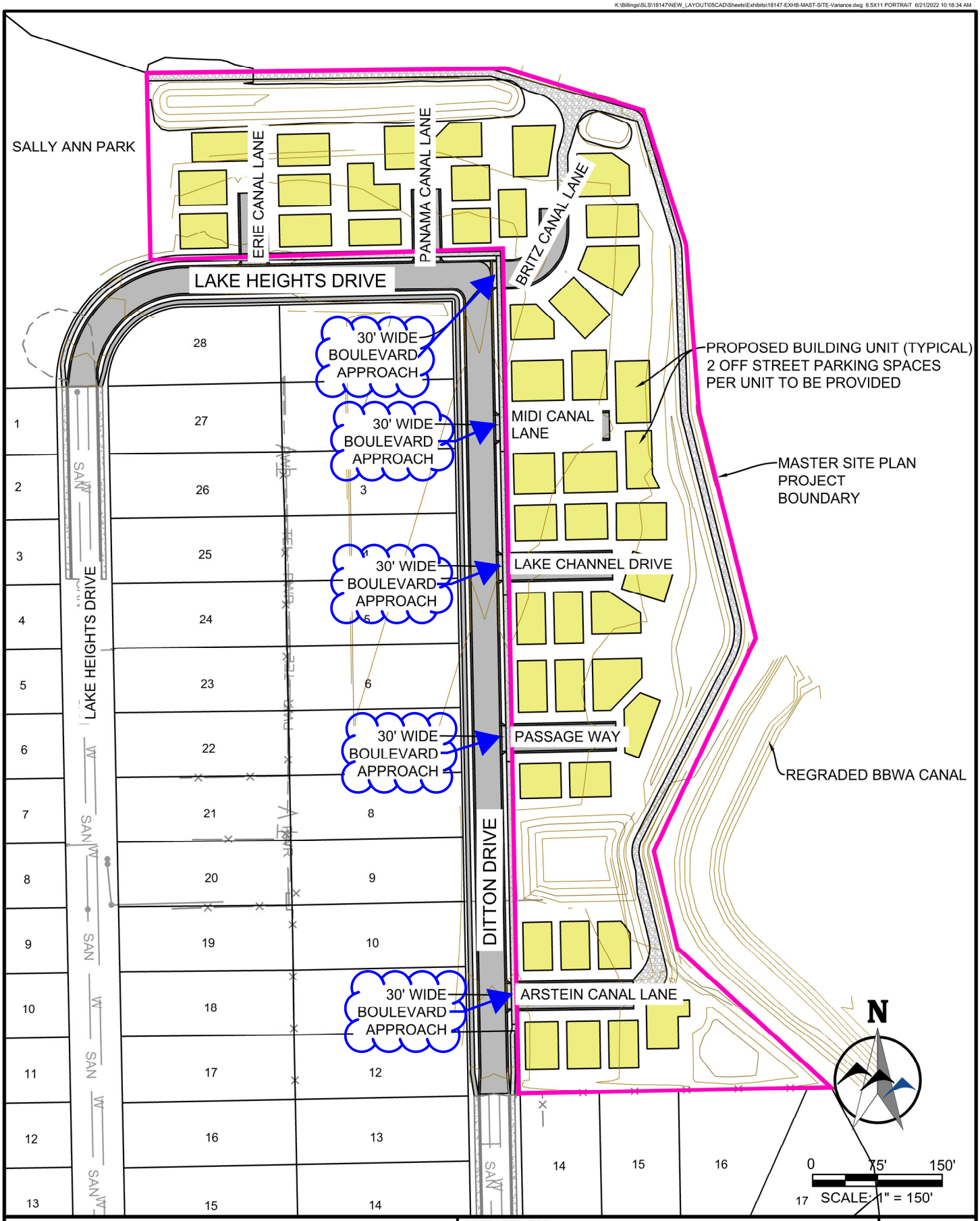

CANAL VISTA SUBDIVISION

MASTER SITE PLAN

YELLOWSTONE COUNTY, MT

PREPARED FOR

CANAL VISTA, LLC

DESIGNED BY: GWJ
DRAWN BY: GWJ
CHECKED BY: GTR
DATE: 06/2022

PREPARED BY

WWC ENGINEERING

550 S. 24TH ST. W., SUITE 201
BILLINGS, MT 59102
(406) 894-2210
www.wwcengineering.com

SHEET
MSP

Laura Taylor
1550 Poly Dr
Bgmt 59102

3173600
Page: 1 of 8
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Yellowstone County RES 48.00

SECOND AMENDMENT
TO DECLARATION OF RESTRICTIONS FOR DEVELOPMENT OF
LAKE HILLS SUBDIVISION, TWENTY-FIFTH FILING

THE UNDERSIGNED, being the owners of two-thirds of the lots and tracts, on an area basis, in Lake Hills Subdivision, Twenty-Fifty Filing, do hereby amend the Declaration of Restrictions for Development of Lake Hills Subdivision, Twenty-Fifth Filing, recorded in the office of the County Clerk and Recorder of Yellowstone County, Montana on July 11, 1962, as Document #688243, records of Yellowstone County, Montana, as follows:

The Restrictions shown in Document No. 688243, records of Yellowstone County, Montana, as paragraphs number 1 through 13 are hereby amended with the following:

The undersigned owners place these covenants and restrictions upon said property for the benefit of the owners of all property in Lake Hills Subdivision, Twenty-Fifth Filing, for the purpose of protecting the value and desirability of the real property in Lake Hills Subdivision, Twenty-Fifth Filing.

The covenants, restrictions and conditions herein contained shall run with the land and shall be binding on all parties and persons and all persons claiming under them.

The Grantees of any lot, by acceptance of a conveyance, covenant and agree faithfully to observe and abide by all of said conditions, covenants and restrictions.

1. No lot shall be used or improved for anything other than private residential purposes.

2. Any structure hereafter placed or erected on any lot shall be of new construction, and no structure including prefabricated or manufactured homes of any type shall be moved onto any of said lots.

3. Any structure hereafter to be erected on any lot shall be commenced within sixty (60) days after equipment and/or material to be used in the construction thereof are moved onto the location, and all construction shall be pursued with reasonable diligence.

4. No tent, trailer or other temporary structure shall be used for living quarters on any lot, nor shall any basement or garage be so used except after completion of the dwelling of which such basement or garage is a part.

5. Livestock or poultry shall not be kept or maintained on any lot, nor shall domestic pets be kept or maintained for breeding or commercial purposes on any lot. A maximum of two dogs and two cats can be kept by the owners of any one residence. Animal kennels must be placed within 20 feet of the residence and in an area which is inconspicuous and removed from the direct view of neighbors and the primary road.

6. No noxious or offensive activity shall be carried on upon any lot, nor shall anything be done thereon which might become an annoyance or nuisance to the neighborhood, or that is unsightly, unclean or presents a hazardous condition. No trash or obsolete materials shall be allowed to accumulate on any of the above described lots. No non-operating or non-licensed vehicles or portions thereof shall be permitted on any lot, except inside a garage. Nor shall any motor vehicles used in organized or unorganized automobile or stock races be stored or maintained on said premises, except inside a garage.

7. No lot shall be used at any time for a business or commercial activity, with the exception of in-home businesses not visible from the outside of the residence which do not require special permits from Yellowstone County or the State of Montana, and produce only minimal customer or employee traffic. However, the undersigned or their nominee may use any lot for model homes and to promote sales.

8. Except as provided herein, no structure shall be erected or maintained on any tract or lot excepting the following:

   i. Except on Blocks 62 and 65, one (1) residential dwelling is allowed on each lot.

   ii. A minimum of a double garage is required for each dwelling, attached or detached.

   iii. An attached or detached storage shed may be constructed as long as it meets the following criteria:

   * On Block 64 Lots 1 through 13 inclusive a structure may be built not to exceed eight hundred (800) square feet in size nor exceed eighteen (18) feet in height.

* On all other lots the area of the structure shall not exceed one hundred forty four (144) square feet in size, and the height of the structure shall not exceed twelve (12) feet.

* It is located on a concrete slab or foundation.

* The siding and roofing matches that of the residence.

9. Each residence shall be constructed so that the area (exclusive of porches, terraces, patios, and garages) enclosed within the perimeter of the foundation shall not be less than 1150 square feet when measured at the intersection of a plane passing at right angles through a vertical projection of the foundation walls.

10. Fences shall comply with all ordinances enacted by the City of Billings in effect at the time the fence is erected. All fences shall be constructed from materials which are commonly used for fencing and shall not be constructed from railroad ties, tires, rubble or salvaged material. All fences must be maintained in good repair, upright, and not unsightly in appearance.

11. All houses and residences, including attached garages, shall be set back from the property lines of the lots as follows:

* Front: All houses shall be set back thirty (30) feet from the front side of the lot, which shall be the narrow side of the lot adjoining the street. Houses located on corner lots shall be at least twenty-five (25) feet from the street sideline.

* Side: All structures shall be located at least five (5) feet from the sideline of the lot.

* Rear: All structures shall be located at least twenty (20) feet from the rear line of the lot.

12. All boats, boat trailers, RVs and campers are to be kept to the rear of the house at all times.

13. Siding and Trim: muted and subdued colors should dominate the main body of the building. If used, vinyl siding must be a minimum thickness of .046, and be certified by the Vinyl Siding Institute. The trim should accent or contrast the main body of the building, adding visual interest to the predominant neutral tones. All residences must have stone or brick accents on the front.

14. Roof design should be consistent with building size, shape, and form with the roof pitch being no less than 5 in 12 pitch on the main roof. Architectural grade asphalt shingles are required. Muted and subdued colors should be chosen to harmonize with the surrounding color schemes.

15. Fireplaces, chimneys and flues are to be designed to avoid smoke and fumes at ground levels during down slope wind. Chimneys must be clad with natural stone, stucco, artificial stucco, brick or material matching the siding. A choice of materials that match the dwelling is encouraged for chimneys that extend more than three feet above the roof surface or line.

16. Dormers and secondary roofs are encouraged, both to add interest and scale to major roof areas and to make habitable use of space within the roofs. Dormers and secondary roofs may have gable, hip or shed forms and may be stacked in multiple forms.

17. Exposed concrete foundation walls between ground level and exterior wall siding shall be a maximum of eight (8) inches. Foundation exposure over eight (8) inches shall be finished with synthetic textured stucco (stained a subdued color in harmony with the building), stone, or siding. Front steps will be concrete, brick or stone. No wood steps are allowed at the front of any residence. Steps other than the front may be wood. An asphalt or concrete driveway must be completed by the time of occupancy unless delayed due to weather conditions, and in such case must installed as soon as weather permits.

18. Antennas/satellite dishes no more than three (3) meters in diameter should be positioned in unobtrusive locations with consideration given to local aesthetics and views from adjacent properties.

19. No log buildings are allowed.

20. All garbage cans and other containers shall be kept in garages or in enclosures such that they will be concealed from view of streets and lots, which are adjacent to the lot on which they are located, excepting on garbage pick up days.

21. These Covenants and Restrictions are to run with the land and shall be binding on all parties and all persons claiming under them for a period of thirty years from the date these Covenants and Restrictions are recorded, after which time said Covenants and Restrictions shall be automatically extended for successive periods of ten (10) years at a time, unless revoked in their entirety by recording of a written instrument, executed according

to the terms of paragraph 25.

The grantee of any lot covenants and agrees by the acceptance of a conveyance to the lot to faithfully observe and comply with said Covenants and Restrictions, conditions and limitations applicable thereto.

22. Invalidation of any of these covenants by judgment or court order shall in no way affect any of the other provisions, which shall remain in full force and effect.

23. Lots in Blocks 62 and 65 may be further subdivided, re-platted, or re-zoned for a Planned Development or patio home project in that Block, pursuant to the Montana Unit Ownership Act.

24. Any provision herein may be enforced by an owner of any lot subject to these Covenants and Restrictions by an action for damages including legal fees and court costs, if any, arising out of a violation; or by an action to restrain a threatened or prospective violation; or to restrain a continuing violation by injunction, prohibitive, prospective or mandatory, or in any other manner permitted by law. Any such action maintained by anyone on account of a violation of Paragraphs 8 and 9, excepting in regards to detached garages or storage sheds, shall commence not later than one year after completion of the structure which violates such provision. In the event of a suit to enforce these restrictions, the losing party shall be required to pay all costs of the action, including reasonable attorney fees incurred by the prevailing party.

Any provision herein may be amended or revoked at any time by the recording of a written instrument, executed by two-thirds of the lot or tract owners in said subdivision, on an area basis, in the office of the Clerk and Recorder of Yellowstone County, Montana.

25. The Declaration of Restrictions for Development of Lake Hills Subdivision, Twenty-Fifth Filing, recorded under Document #688243, records of Yellowstone County, Montana and the Amendment to Declaration of Restrictions duly filed for record in the office of said County Clerk and Recorder on April 2, 1981 as Document #1194110, recorded in Book 1226, Page 2064, continue to be in effect.

26. In the event of a conflict between the provisions of this Second Amendment and the Declaration and Amendment described above, the provisions of this Second Amendment shall control.

The legal description of the land affected is as follows:

Lake Hills Subdivision - Twenty-Fifth Filing, situated in the W1/2SE1/4, Section 9 - T. 1 N., R.26.E., M.P.M., Yellowstone County, Montana.

IN WITNESS WHEREOF, Laure Taylor Inc. a Montana corporation, and Susan B. Lovely, have executed this Second Amendment to Declaration of Restrictions for Development of Lake Hills Subdivision, Twenty-Fifth Filing, this 23 day of April, 2002.

Laure Taylor
President Laure Taylor Inc.

Susan B. Lovely

STATE OF MONTANA)
: ss.
County of Yellowstone)

This instrument was acknowledged before me on April 23, 2002, by LAURE TAYLOR as President of LAURE TAYLOR INC.

Carolyn B. Bakker
(print or type name of notary)
Notary Public for the State of Montana
Residing at Billings, Montana
My Commission Expires 6/30, 2004

(SEAL)

STATE OF MONTANA)
: ss.
County of Yellowstone)

This instrument was acknowledged before me on April 23, 2002, by SUSAN B. LOVELY.

Carolyn B. Bakker
(print or type name of notary)
Notary Public for the State of Montana
Residing at Billings, Montana
My Commission Expires 6/30, 2004

(SEAL)

CONSENT

I, the undersigned owner of Lots 14, 15, 16 and 17, Block 62, Lake Hills Subdivision, Twenty-Fifth Filing, Yellowstone County, Montana, do hereby consent to be bound by the Second Amendment to Declaration of Restrictions for Development of Lake Hills Subdivision, Twenty-Fifth Filing, recorded _____, 2002, under Document No. _____, records of the Clerk and Recorder of Yellowstone County, Montana.

This Consent shall run with the land and shall be binding upon the undersigned, their heirs, successors and assigns forever.

DATED this 5 of April, 2002.

Susan C. Lupo
SUSAN LUPO

STATE OF MONTANA)
: ss.
County of Yellowstone)

This instrument was acknowledged before me on April 5, 2002, by SUSAN LUPO.

Carolyn B Bakker
Carolyn B Bakker
(print or type name of notary)
Notary Public for the State of Montana
Residing at Billings, Montana
My Commission Expires June 30, 2004

(SEAL) CAROLYN E. BAKKER NOTARIAL SEAL STATE OF MONTANA

C O N S E N T

I, the undersigned owner of Lots 11, 12, and 13, Block 64, Lake Hills Subdivision, Twenty-Fifth Filing, Yellowstone County, Montana, do hereby consent to be bound by the Second Amendment to Declaration of Restrictions for Development of Lake Hills Subdivision, Twenty-Fifth Filing, recorded ~~April 8th~~ 9th, 2002, under Document No. _____, records of the Clerk and Recorder of Yellowstone County, Montana.

This Consent shall run with the land and shall be binding upon the undersigned, their heirs, successors and assigns forever.

DATED this 8th of April, 2002.

Rochelle Holz
ROCHELLE HOLZ

STATE OF MONTANA)
: ss.
County of Yellowstone)

This instrument was acknowledged before me on 4-8-2002, 2002, by ROCHELLE HOLZ.

Daniel Cooling
(print or type name of notary)
Notary Public for the State of ~~Montana~~ Washington
Residing at Billings, ~~Montana~~ Washington
My Commission Expires 10-03-05, 2002

(SEAL)

DANIEL J. COOLING NOTARY PUBLIC COMMISSION EXPIRES 10-3-05 STATE OF WASHINGTON

City Council Regular

Date:	07/11/2022
Title:	First Reading and Public Hearing - Amending Ordinance 22-5811 Correction of Legal Description
Presented by:	Karen Husman
Department:	Planning & Community Services
Presentation:	Yes
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends City Council approve the first reading to amend Ordinance 22-5811.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

City Zone Change 1015 - City Council approved Zone Change 1015 on first reading on May 25, 2022, and on second reading on June 13, 2022, under City Ordinance 22-5811. Zone Change 1015 was a zone change request from Mid-Century Neighborhood (N-2) to Suburban Neighborhood (N3) approved with an incorrect legal description on the ordinance. This action is to amend the legal description cited in the ordinance to read as follows: "Block 11, Lot 2, Emma Jean Heights Sub., 2nd Filing". The property was properly represented in the zone change process, but the legal description read "1st Filing" of the subdivision instead of "2nd Filing."

STAKEHOLDERS

The City Council must hold a public hearing to amend the ordinance. The hearing is not on the zone change, but rather the amendment of the legal description. Two readings will be required, one at this meeting and one at the July 25 Council meeting.

ALTERNATIVES

City Council should:

- Approve the corrected ordinance. The correction to the legal description needs to be approved to properly map and record the change in zoning for the property that was approved by the Council.

FISCAL EFFECTS

This item has no impact on the Planning Division budget.

SUMMARY

The original ordinance (copy) and the corrected ordinance are attached.

Attachments

Corrected Ordinance
Original Ordinance

ORDINANCE 22-_____

AN ORDINANCE OF THE CITY OF BILLINGS, PROVIDING THE ZONE CLASSIFICATION ON BLOCK 11, LOT 2, EMMA JEAN HEIGHTS SUB., 2ND FILING BE AMENDED

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BILLINGS THAT:

Section 1. **RECITALS.** *Title 76, Chapter 2, Part 3, MCA,* and *Sections 27-302 and 27-1502, BMCC,* provide for amendment to the City Zoning Map from time to time. The City Zoning Commission and staff have reviewed the proposed zoning for the real property hereinafter described. The Zoning Commission and staff have considered the ten (10) criteria required by Title 76, Chapter 2, Part 3, MCA. The recommendations of the Zoning Commission and staff have been submitted to the City Council, and the City Council, in due deliberation, has considered the ten (10) criteria required by state law.

Section 2. **DESCRIPTION.** **Block 11, Lot 2, Emma Jean Heights Sub.,2nd FILING** is presently zoned **Mid-Century Neighborhood Residential (N2)** and is shown on the official zoning map within this zone.

Section 3. **ZONE DISTRICT AMENDMENT.** The official zoning map is hereby amended and the zoning for **Block 11, Lot 2, Emma Jean Heights Sub., 2nd FILING,** is hereby changed from **Mid-Century Neighborhood Residential (N2) to Suburban Neighborhood Residential (N3)**, and from the effective date of this ordinance, shall be subject to all the rules and regulations pertaining **Suburban Neighborhood Residential (N3)** as set out in the Billings, Montana City Code.

Section 4. **EFFECTIVE DATE**. This ordinance shall be effective thirty (30) days after second reading and final adoption as provided by law.

Section 5. **REPEALER**. All resolutions, ordinances, and sections of the City Code inconsistent herewith are hereby repealed.

Section 6. **SEVERABILITY**. If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect the other provisions of this ordinance which may be given effect without the invalid provisions or application, and, to this end, the provisions of this ordinance are declared to be severable.

PASSED by the City Council on first reading this 11th day of July, 2022.

PASSED, ADOPTED and APPROVED on second reading this 25th day of July, 2022

CITY OF BILLINGS

BY:_____

William A. Cole, Mayor

Attest:

BY:_____

Denise R. Bohlman, City Clerk

Zone Change 1015, Emma Jean Heights

Correcting Ordinance 22-5211

DocuSign Envelope ID: F8EF39D4-0F4D-4E89-A05F-DCBB09F27AD5

ORDINANCE 22-5811

AN ORDINANCE OF THE CITY OF BILLINGS, PROVIDING THE ZONE CLASSIFICATION ON BLOCK 11, LOT 2, EMMA JEAN HEIGHTS SUB., 1ST FILING BE AMENDED

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BILLINGS THAT:

Section 1. **RECITALS.** *Title 76, Chapter 2, Part 3, MCA,* and *Sections 27-302 and 27-1502, BMCC,* provide for amendment to the City Zoning Map from time to time. The City Zoning Commission and staff have reviewed the proposed zoning for the real property hereinafter described. The Zoning Commission and staff have considered the ten (10) criteria required by Title 76, Chapter 2, Part 3, MCA. The recommendations of the Zoning Commission and staff have been submitted to the City Council, and the City Council, in due deliberation, has considered the ten (10) criteria required by state law.

Section 2. **DESCRIPTION.** **Block 11, Lot 2, Emma Jean Heights Sub., 1st FILING** is presently zoned **Mid-Century Neighborhood Residential (N2)** and is shown on the official zoning map within this zone.

Section 3. **ZONE DISTRICT AMENDMENT.** The official zoning map is hereby amended and the zoning for **Block 11, Lot 2, Emma Jean Heights Sub., 1st FILING,** is hereby changed from **Mid-Century Neighborhood Residential (N2) to Suburban Neighborhood Residential (N3)**, and from the effective date of this ordinance, shall be subject to all the rules and regulations pertaining **Suburban Neighborhood Residential (N3)** as set out in the Billings, Montana City Code.

Section 4. **EFFECTIVE DATE**. This ordinance shall be effective thirty (30) days after second reading and final adoption as provided by law.

Section 5. **REPEALER**. All resolutions, ordinances, and sections of the City Code inconsistent herewith are hereby repealed.

Section 6. **SEVERABILITY**. If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect the other provisions of this ordinance which may be given effect without the invalid provisions or application, and, to this end, the provisions of this ordinance are declared to be severable.

DocuSign Envelope ID: F8EF39D4-0F4D-4E89-A05F-DCBB09F27AD5

PASSED by the City Council on first reading this 23RD day of May, 2022.

PASSED, ADOPTED and APPROVED on second reading this 13th day of June, 2022.

DocuSigned by:

CITY OF BILLINGS

BY: DocuSigned by: William A Cole
2CA1DA42363451...
William A. Cole, Mayor

Attest:

BY: DocuSigned by: Toni Keehner
A1BD2B4EA45E44C...
Toni Keehner, Deputy City Clerk

Zone Change 1015, Emma Jean Heights

City Council Regular

Date:	07/11/2022
Title:	Public Hearing and Resolution Annexation 22-06
Presented by:	Monica Plecker
Department:	Planning & Community Services
Presentation:	Yes
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends the City Council hold a public hearing on the annexation. Upon completion of the hearing, staff recommends the City annex the petitioned property with the staff recommended conditions of approval.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

McCall Development, Inc. behalf of McCall Properties, LLC & Brittany's Dream, LLC submitted a petition to annex land using the provisions of Section 7-2-4600, MCA. The property is located north of Elysian Road, south of Titan Avenue, and west of Mullowney Lane. The land being annexed is described as being a tract of Land situated in the SE 1/4 of Section 18, T.1S., R.26E, P.M.M., Yellowstone County, Montana, more particularly described as follows: Lot 6A, Block 1, of the Amended Plat of Lots 5 and 6, Block 1, of Titan Subdivision, recorded November 2nd, 2006, under Document No. 3399260. Including adjacent Right-Of-Way of Titan Avenue. Said annexation containing 1.526 gross acres and 1.233 net acres, more or less.

The property is zoned CX-Heavy Commercial. This is a zoning district recognized by the City therefore no zone change is required with this annexation petition. Land immediately to the south and east of the property has already been annexed into the City. There is an existing office use on the property.

It is the City's custom to have staff prepare a brief analysis of predicted impacts to services and facilities. Staff finds the proposed annexation complies with the adopted Annexation Policy criteria as follows:

1. The area is located within the City's Annexation Petition Area on its Limits of Annexation Map.
2. The City is able to provide adequate city services within a time period mutually agreed to by the property owners requesting annexation and the city.
3. Existing or proposed public improvements within the area to be annexed will meet City standards.
4. All property owners within the area to be annexed must sign a Waiver of Right to Protest future Special Improvement Districts.
5. If annexed, any proposed land use will comply with the zoning.

Departmental Response: City and County Departments were given the opportunity to comment on this annexation. City departments responded favorably and detailed responses are provided below. The County Public Works Department did not respond to this annexation request.

- Water and Sanitary Sewer: Public water and sanitary sewer service is available to the property proposed for annexation. Sanitary Sewer will be served by an existing sanitary sewer main located in Elysian Road, and Water will be served by an existing water main located in Mullowney Lane.
- Storm water: Any development will be compliant with the adopted Stormwater Management Manual.
- Transportation: The Developer Tract will be accessed from Titan Avenue. The Public Right-of-way along Titan Avenue will be dedicated to the City of Billings.
- Fire Stations: The Billings Fire Department currently serves the subject property through the Billings Urban Fire Service Area agreement. The Billings Fire Department will continue to serve the property upon annexation. As this and additional annexations are built out, additional fire department resources will be needed to meet and maintain our high level of service due to the increased call volume and burden on our department these annexations create. The nearest fire station is Station #5, located at 605 S. 24th St. W, approximately 1.97 road miles or 5 minutes driving time to the subject property.
- Parks: No Parkland or Trails will be required as part of this annexation.
- School facilities: The School district did not raise any special requests or concerns during their review of this proposal. This is typical for commercial development such as this.

General City Services: These are the City services that are provided to all residents and businesses in the City, such as police and fire protection, street and storm drain maintenance, and garbage collection and disposal. The service providers that responded did not object to the annexation of this property, however the Fire Department in its

comments above did note its concerns as additional property is annexed into the City.

- Transit: The annexed area is directly serviced by a MET Route. The nearest route, MET Route 13- West End, currently operates through the intersection of Mullowney Ln and Elysian Rd traveling northward, which is the nearest accessible point to the property. This intersection is adjacent to the proposed annexation location via roadway.
- Police: This proposed development is adjacent to established city limits and will not require an adjustment in schedules or staffing at this time. There is sufficient ingress/egress to the area. Despite recent passage of a safety levy, continued annexation and development will affect our ability to deliver service without commensurate resources.
- Public Utilities: The Public Works-- Distribution and Collection Division had no concerns with the annexation request.
- Public Works -Street and Traffic Division: The Street and Traffic Division stated that it has no concerns with serving the property.
- Public Works-Solid Waste: The Solid Waste Division had no concerns with annexing the property, but pointed out that State Law allows the property owner to choose what garbage hauler may service the property after it is in the City.
- Ambulance Service: The City does not provide ambulance service, however it does dictate the level of service provided by American Medical Response (AMR). By City ordinance, 90% of ambulance calls must be answered within 8 minutes. Depending on factors at any given time such as traffic and congestion, this property may be within the area of acceptable response time.
- Legal and Finance: General Fund services, such as the Legal and Finance Departments should not be negatively impacted by this annexation.
- Other Departments: City/County services including Library, Planning, and Environmental Health are only slightly affected by the annexation since they will continue to serve the property whether it is in the City or the County. The Planning Division staff supports the annexation because it is consistent with the Limits of Annexation map and the criteria of the annexation policy has been met. Further, coordination with other departments does not raise concerns that cannot be mitigated.

STAKEHOLDERS

Annexation by petition does not require notification of adjoining landowners; however, it does require that the City Council conduct a public hearing, advertise the hearing, and post the property with information on the annexation petition and public hearing. Notice of the public hearing was posted on the property and was advertised in the Yellowstone County News.

ALTERNATIVES

The City Council may

- Approve,
- Conditionally approve or
- Deny the petition for annexation.

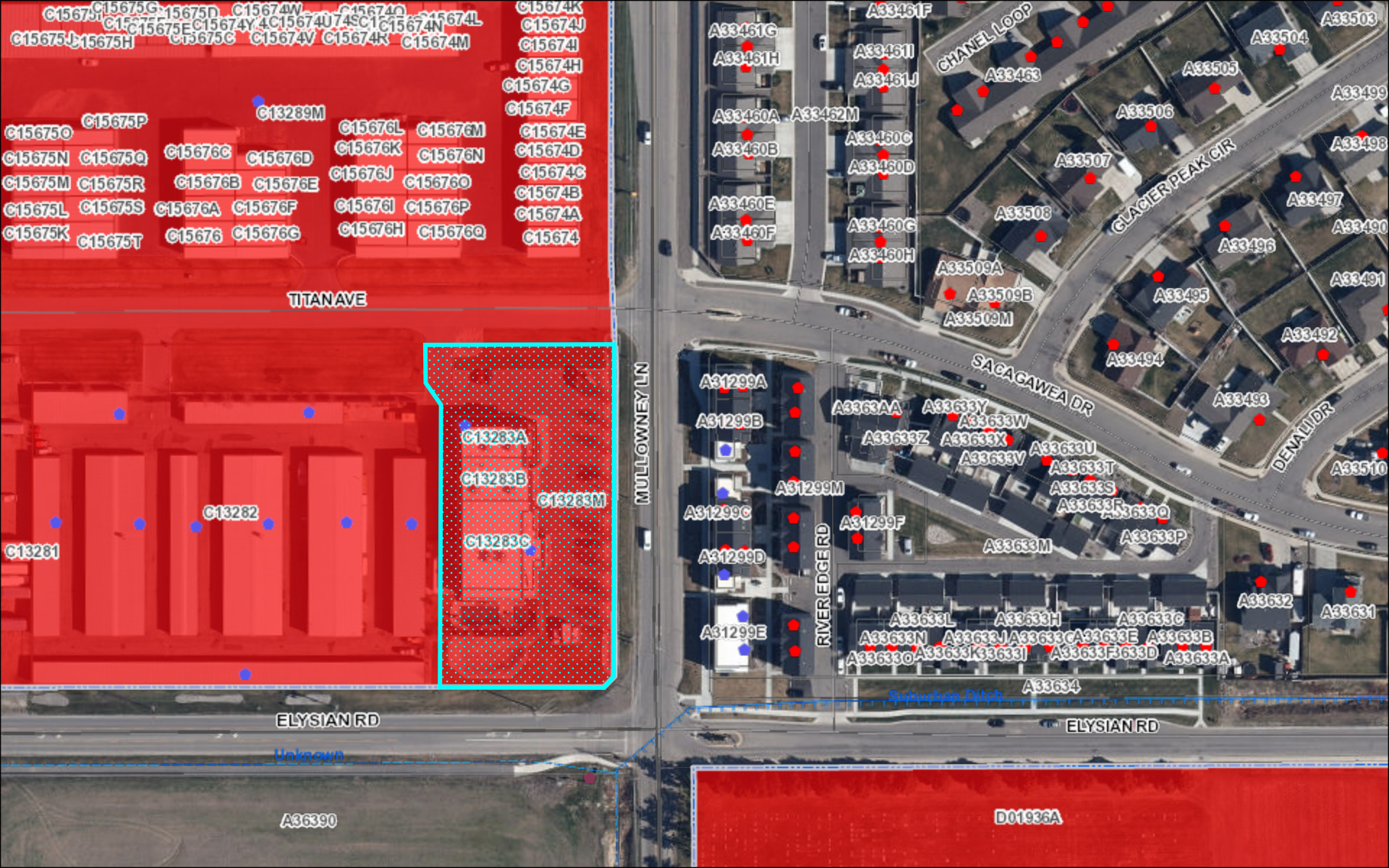
Denial of the petition will mean the City Council cannot consider other agenda items related to this property regarding the annexation agreement and ward boundary ordinance. On May 31, 2022, the annexation petition was submitted to the Planning Division by the owner's agent. On July 11, 2022, the City Council is scheduled to take action on the petition.

FISCAL EFFECTS

This application has no impact on the Planning Division Budget.

Attachments

Limits of Annexation Map
Annexation Resolution


TITAN AVE
MULLOWNEY LN
SACAGAWEA DR
GLACIER PEAK CIR
CHANEL LOOP
DENALI DR
RIVER EDGE RD
ELYSIAN RD
ELYSIAN RD
Suburban Ditch
Unknown
C13289M
C13283A
C13283B
C13283M
C13283C
C13282
C13281
A36390
D01936A
A33634

RESOLUTION NO. 22 -

A RESOLUTION APPROVING PETITION FOR ANNEXATION AND ANNEXING TERRITORY TO THE CITY.

WHEREAS, one hundred percent (100%) of the freeholders who constitute more than fifty percent (50%) of the resident freeholder electors have petitioned the City for annexation of the territory hereinafter described; and

WHEREAS, the territory was described in the Petition as required by law; and

WHEREAS, annexation of said territory would be in the best interest of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA:

1. TERRITORY ANNEXED. Pursuant to Petition filed as provided M.C.A., Title 7, Chapter 2, Part 46, the following territory is hereby annexed to the City of Billings:

A tract of Land situated in the SE 1/4 of Section 18, T.1S., R.26E, P.M.M., Yellowstone County, Montana, more particularly described as follows:

Lot 6A, Block 1, of the Amended Plat of Lots 5 and 6, Block 1, of Titan Subdivision, recorded November 2nd, 2006, under Document No. 3399260.

Including adjacent Right-Of-Way of Titan Avenue.

Said annexation containing 1.526 gross acres and 1.233 net acres, more or less.

(# 22-06) See Exhibit "A" Attached

2. CONDITIONS. The annexation is approved, subject to the following conditions:

- Within 45 working days and prior to site development, a mutually acceptable Development Agreement shall be executed between the owner(s) and the City that shall stipulate specific infrastructure improvements and right-of-way dedication, provide guarantees for said improvements, and include a Waiver of Right to Protest the Creation of Special Improvement Districts which will be recorded with the Yellowstone County Clerk and Recorder.

If the above conditions are not satisfied as set forth herein, the annexation will not be effective and any subsequent requests for annexation of the property legally described within this resolution shall be processed as a new petition for annexation.

4. EFFECTIVE DATE. This resolution to annex the above-described territory shall be effective immediately upon satisfaction of all conditions. If the above condition(s) are not satisfied, this resolution shall be null and void and shall have no effect.

5. PROCEDURE. All procedures as required under M.C.A., Title 7, Chapter 2, Part 46, have been duly and properly followed and taken.

ADOPTED AND APPROVED by the City Council of the City of Billings, Montana, on the 11th day of July, 2022.

CITY OF BILLINGS:

BY: _____

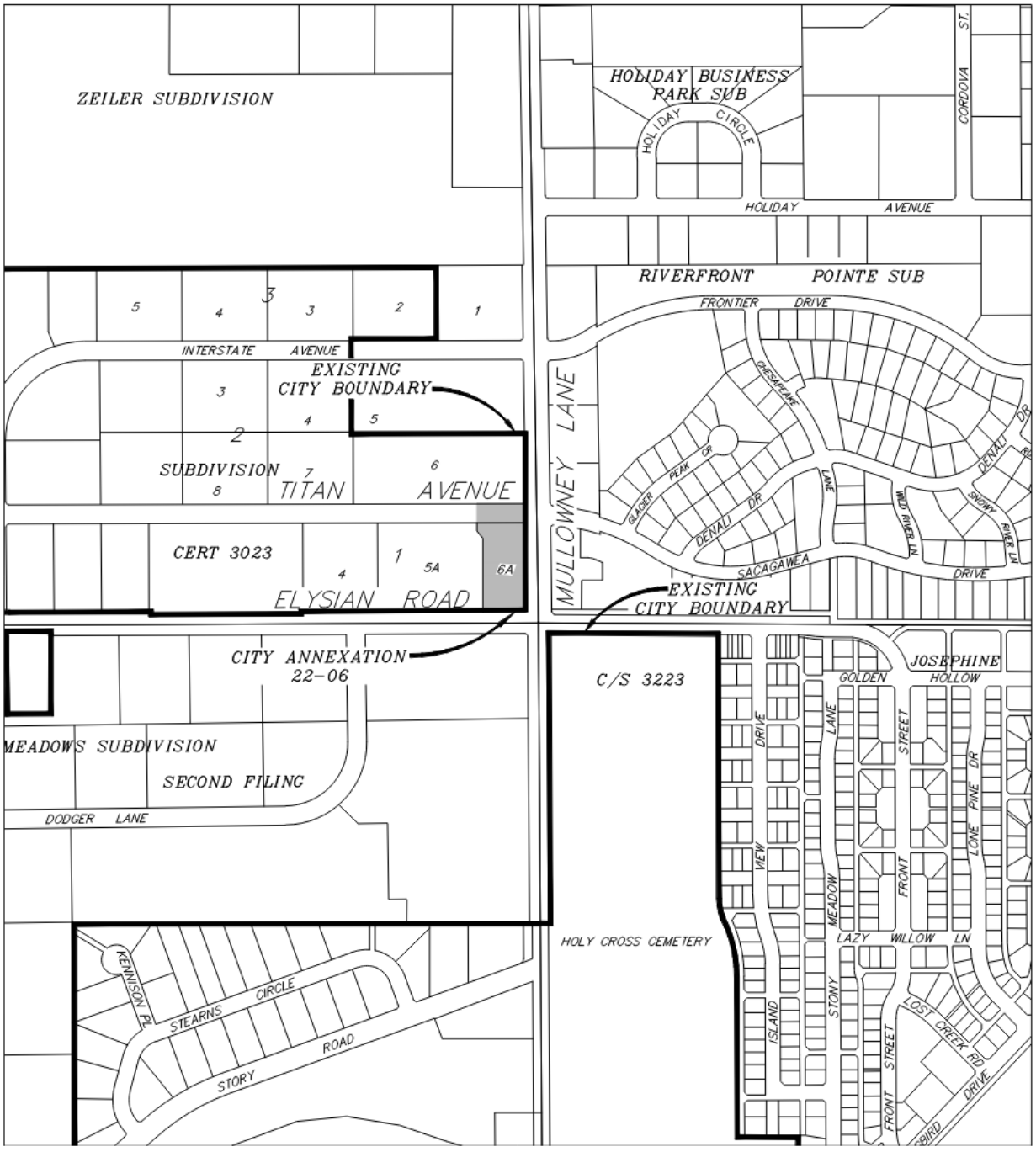
William A. Cole, Mayor

ATTEST:

BY: _____

Denise R. Bohlman, City Clerk
(# 22-06)

EXHIBIT "A"


ZEILER SUBDIVISION
HOLIDAY BUSINESS PARK SUB
HOLIDAY CIRCLE
CORDOVA ST.
HOLIDAY AVENUE
RIVERFRONT POINTE SUB
FRONTIER DRIVE
MULLOWNEY LANE
CHESAPEAKE
GLACIER PEAK DR
DENALI DR
WILD RIVER LN
SNOWY RIVER LN
SACAGAWEA DRIVE
INTERSTATE AVENUE
EXISTING CITY BOUNDARY
SUBDIVISION
TITAN AVENUE
CERT 3023
ELYSIAN ROAD
CITY ANNEXATION 22-06
MEADOWS SUBDIVISION
SECOND FILING
DODGER LANE
C/S 3223
HOLY CROSS CEMETERY
JOSEPHINE HOLLOW
GOLDEN VIEW DRIVE
MEADOW LANE
STONY ISLAND
LAZY FRONT STREET
WILLOW LN
LONE PINE DR
LOST CREEK RD
FRONT STREET
BIRD DRIVE
KENNISON PL
STEARNS CIRCLE
STORY ROAD

City Council Regular

Date:	07/11/2022
Title:	Annexation Agreement with McCall Properties, LLC and Brittany's Dream, LLC
Presented by:	Debi Meling
Department:	Public Works
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff recommends that the City Council approve the Annexation Agreement with McCall Properties, LLC and Brittany's Dream, LLC.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

City Council will consider annexation of Lot 6A, Block 1, of Amended Plat of Lots 5 and 6, Block 1, Titan Subdivision. The property proposed to be annexed is located along the north side of Elysian Road and on the west side of Mullowney Lane. The property was developed and improved in the County with an office building complex. McCall Properties, LLC and Brittany's Dream, LLC desire to hook up to city services. Typically, as a condition of approval of the annexation, the property owner enters into an Annexation Agreement with the City of Billings outlining necessary public improvements. Because this property is already developed, the conditions of the annexation agreement must be met immediately. The Annexation Agreement for this Council action generally includes the following conditions or improvements:

- Requirement for reimbursement of proportionate share of existing sanitary sewer main and water main in Elysian Road;
- Requirement for participating monetarily in the Mullowney Lane project to be constructed by the city;
- Requirement for right-of-way dedication if necessary.

ALTERNATIVES

City Council may:

- If the annexation is approved, then approve the Annexation Agreement with the property owner; or
- Not approve the Annexation Agreement. If the agreement is not approved, the developer will not be responsible to reimburse the city for water and sewer mains and the city will need to purchase needed right of way.

FISCAL EFFECTS

The property is already developed with an office building and associated parking lot so the conditions of the annexation agreement must be met upon annexation. If this annexation agreement was not signed, the city would not be reimbursed for water and sewer mains that were previously constructed and the city would need to purchase right of way from the property owner if needed.

Attachments

Annexation Agreement

Return to:
McCall Properties, LLC
1536 Mullowney Lane, Suite 100
Billings, MT 59101

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT is made this _____ day of _____, 2022, by and between McCall Properties, LLC, 1536 Mullowney Lane, Suite 100, Billings, MT 59101-6397 and Brittany's Dream, LLC, 1536 Mullowney Lane, Suite 300, Billings, MT 59101-6397 hereinafter referred to as "DEVELOPERS," and THE CITY OF BILLINGS, MONTANA, a municipal corporation, c/o City Hall, 210 North 27th Street, Billings, Montana, 59101, hereinafter referred to as the "CITY." DEVELOPERS and CITY are sometimes referred to in this Agreement individually as "Party" and collectively as the "Parties."

WHEREAS, DEVELOPERS are the owners of certain real property situated in Yellowstone County, Montana, more particularly described as follows:

> Lot 6A of Titan Subdivision, Amended Plat of Lots 5 & 6, Block 1, according to the official plat of file and of record in the office of the Clerk and Recorder of said County, under Document No. 3399260 hereinafter referred to as "Developer Tract"

WHEREAS, DEVELOPERS have submitted to the City a Petition for Annexation to the City for Developer Tract; and

WHEREAS, DEVELOPERS desire to annex Developer Tract to the City; and

WHEREAS, CITY has approved the Petition for Annexation by Resolution No. _____ for the Developer Tract contingent upon a Annexation Agreement being executed between CITY and DEVELOPERS to identify required off-site infrastructure improvements and guarantees of those improvements.

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the Parties do hereby agree as follows:

1. *Roads and Access.* The Developer Tract currently has access from Titan Avenue.

2. *Sanitary Sewer.* The Developer Tract will be served by an existing sanitary sewer main located in Elysian Road. Prior to connecting to the sanitary sewer, DEVELOPERS are required to reimburse the City for their proportionate share of the sanitary sewer main and water main in Elysian Road along the Elysian Road frontage of the Developer Tract.

   In the future, if a sanitary sewer main is extended in Titan Avenue, the City reserves the right to assess Developer Tract through a Special Improvement District for their frontage costs and is included in the waiver of right to protest.

   DEVELOPERS shall be responsible for payment of the City wastewater system development fee prior to hooking up to the sanitary sewer.

3. *Water.* The Developer Tract will be served by an existing water main located in Mullowney Lane.

   In the future, if a water main is extended in Titan Avenue, the City reserves the right to assess Developer Tract through a Special Improvement District for their frontage costs and is included in the waiver of right to protest.

   DEVELOPERS shall be responsible for payment of the City water system development fee prior to hooking up to water.

4. *Storm Drain.* If the Developer Tract is re-developed or changed from the existing condition, as defined by the City of Billings Stormwater Management Manual, in the future, DEVELOPERS will manage storm drainage within the Developer Tract in accordance with the City of Billings Stormwater Management Manual (2018).

5. *Right-of-Way.* Public right-of-way will be dedicated at no cost to the City of Billings in accordance with the 2018 Billings Urban Area Long Range Transportation Plan, in accordance with the City of Billings Subdivision Regulations, and in accordance with the final design plans for the Mullowney Lane Widening Project.

6. *Street Construction, Widening and Sidewalks.* DEVELOPERS shall construct or financially participate in a City project to install curb and gutter, street widening, and boulevard sidewalk along Mullowney Lane and Elysian Road.

DEVELOPERS are responsible for the construction of curb and gutter, street widening and sidewalk along Titan Avenue in the future. DEVELOPERS shall construct these improvements or participate in a Special Improvement District when the adjacent properties or the City construct the improvements along Titan Avenue.

DEVELOPERS shall be responsible for the maintenance and replacement of the sidewalk.

7. *Multi-use Trail*. A multi-use trail will be constructed on the east side of Mullowney Lane with a City Project.

8. *Future Intersection Contributions.* A traffic impact study will be performed at the time of future subdivision and/or re-development to determine DEVELOPERS contributions to future intersection improvements if re-development exceeds 500 trips/day. The preparation of the traffic impact study and any fees to mitigate impacts to future intersection improvements will be at the expense of the DEVELOPERS.

9. *Other Public Improvements.* For any other improvements not specifically listed in this Agreement, the CITY shall rely on the attached Waiver filed concurrently herewith, to ensure the installation of any or all remaining public improvements. Said improvements shall include, but not be limited to, construction, reconstruction or maintenance of streets, curbs, gutter, concrete ribbons, sidewalks, multi-use trails, driveways, survey monuments, street name signs, street lights, street light energy and maintenance, parks and park maintenance, traffic control devices on-site and off-site inclusive as determined by an overall traffic accessibility study, specific realignments or relocation of sanitary sewer lines and water lines, valley gutters, culverts, storm sewer lines, if any, either within or without the area, and other improvements which the City of Billings may require. The attached Waiver, waiving the right to protest the creation of one or more Special Improvement Districts, by this reference is expressly incorporated herein and part hereof. All of the Developer Tract can be included in a Special Improvements District for improvements identified in Annexation Agreement regardless of location of individual properties in relation to the improvements.

10. *Compliance.* Nothing herein shall be deemed to exempt the Developer Tract from compliance with any current or future City laws, rules, regulations, policies, and fees that are applicable to the development, redevelopment, or use of the subject property. Final plats or other dedications of the Developer Tract will be transmitted to the City for City Council acceptance of dedication

of right-of-way and public easements. Dedications, deeds or conveyances will be in the name of the City after the effective date of the annexation and will be forwarded to the City Council for acceptance.

11. *Runs with Land.* The covenants, agreements, and all statements in this Agreement and in the incorporated and attached Waiver shall run with the land and shall be binding on the heirs, personal representatives, successors, and assigns of the respective parties.

12. *Attorney's Fees.* In the event it becomes necessary for either Party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement or to give any notice required herein, then the prevailing Party or the Party giving notice shall be entitled to reasonable attorney fees and costs, including those fees and costs of in-house counsel.

13. *Amendments and Modifications.* Any amendments or modifications of this Agreement shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.

"DEVELOPERS" McCall Properties, LLC
By: _____
Title:_____

STATE OF MONTANA)
:ss.
County of Yellowstone)

On this ____ day of _____, 20___, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the person who signed the foregoing instrument as the _____of McCall Properties, LLC and who acknowledged to me that said DEVELOPER executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year hereinabove written.

_____
Notary Public in and for the State of Montana
Printed name:_____
Residing at:_____
My commission expires:_____

"DEVELOPERS" Brittany's Dream, LLC

By: _____
Title:_____

STATE OF MONTANA)
:ss.
County of Yellowstone)

On this ____ day of _____, 20___, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the person who signed the foregoing instrument as the _____of Brittany's Dream, LLC and who acknowledged to me that said DEVELOPER executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year hereinabove written.

_____
Notary Public in and for the State of Montana
Printed name:_____
Residing at:_____
My commission expires:_____

This Agreement is hereby approved and accepted by City of Billings, this ___ day of _____, 20___.

"CITY" CITY OF BILLINGS, MONTANA

By:_____
Mayor

Attest:_____
City Clerk

STATE OF MONTANA)
:ss
County of Yellowstone)

On this _____ day of_____, 20___, before me, a Notary Public for the State of Montana, personally appeared _____, and _____, known to me to be the Mayor and City Clerk, respectively, of the City of Billings, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Billings, Montana.

_____
Notary Public in and for the State of Montana
Printed name:_____
Residing at:_____
My commission expires:_____

Approved as to Form:

_____
City Attorney

WAIVER OF RIGHT TO PROTEST

FOR VALUABLE CONSIDERATION, the undersigned, Owner of the hereinafter described real property, does hereby waive the right to protest the formation of one or more Special Improvement Districts (SID) for the construction, reconstruction or maintenance of streets, curbs, gutter, concrete ribbons, sidewalks, multi-use trails, driveways, survey monuments, street name signs, street lights, street light energy and maintenance, parks and park maintenance, traffic control devices on-site and off-site inclusive as determined by an overall traffic accessibility study, specific realignments or relocation of sanitary sewer lines and water lines, valley gutters, culverts, storm sewer lines, if any, either within or without the area, and other improvements which the City of Billings may require.

The Waiver and Agreement shall run with the land and shall be binding upon the undersigned, its successors and assigns, and shall be recorded in the office of County Clerk and Recorder of Yellowstone County, Montana.

The real property hereinabove mentioned is more particularly described as follows:

Lot 6A of Titan Subdivision, Amended Plat of Lots 5 & 6, Block 1, Situated in the SE ¼ of Section 18, T 01S, R 26E, P.M.M., in the City of Billings, Yellowstone County, Montana

"DEVELOPERS" McCall Properties, LLC

By: _____
Title:_____

STATE OF MONTANA)
:ss.
County of Yellowstone)

On this ____ day of _____, 20___, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the person who signed the foregoing instrument as the _____of McCall Properties, LLC and who acknowledged to me that said DEVELOPER executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year hereinabove written.

_____
Notary Public in and for the State of Montana
Printed name:_____
Residing at:_____
My commission expires:_____

"DEVELOPERS" Brittany's Dream, LLC

By: _____
Title:_____

STATE OF MONTANA)
:ss.
County of Yellowstone)

On this ____ day of _____, 20___, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be the person who signed the foregoing instrument as the _____of Brittany's Dream, LLC and who acknowledged to me that said DEVELOPER executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year hereinabove written.

_____
Notary Public in and for the State of Montana
Printed name:_____
Residing at:_____
My commission expires:_____

City Council Regular

Date:	07/11/2022
Title:	Public Hearing - Ward Boundary Expansion Ordinance First Reading - Annexation 22-06
Presented by:	Hunter Kelly, Planner 1
Department:	Planning & Community Services
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends the City Council hold a public hearing and approve this ordinance on first reading, adding recently annexed property to Ward III.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

McCall Development, Inc. on behalf of McCall Properties, LLC & Brittany's Dream, LLC submitted a petition to annex land using the provisions of Section 7-2-4600, MCA. The property is located north of Elysian Road, south of Titan Avenue, and west of Mullowney Lane. The land being annexed is described as being a tract of Land situated in the SE 1/4 of Section 18, T.1S., R.26E, P.M.M., Yellowstone County, Montana, more particularly described as follows: Lot 6A, Block 1, of the Amended Plat of Lots 5 and 6, Block 1, of Titan Subdivision, recorded November 2nd, 2006, under Document No. 3399260. Including adjacent Right-Of-Way of Titan Avenue. Said annexation containing 1.526 gross acres and 1.233 net acres, more or less.

Upon Council approval, this annexation requires a change in the boundaries of Ward III. Two Readings are required for this action. The first reading and public hearing is scheduled for July 11, 2022. Upon approval, the second reading will occur on July 25, 2022.

ALTERNATIVES

City Council may:

- Approve adding the subject property to Ward III, or;
- Disapprove adding the subject property to Ward III. Disapproval will not modify the boundary of Ward III and will create a problem where property inside the City Limits is not within a City Ward.

FISCAL EFFECTS

This application has no impact on the Planning Division Budget.

Attachments

Ward Boundary Ordinance

ORDINANCE NO. 22-_____

AN ORDINANCE OF THE CITY OF BILLINGS, AMENDING BILLINGS MUNICIPAL CODE, CHAPTER 11, ELECTIONS, IN PARTICULAR, SECTION 11-102(c), WARD BOUNDARIES; AND CHANGING THE WARD BOUNDARIES ESTABLISHED THEREIN BY ADDING CERTAIN NEWLY ANNEXED REAL PROPERTY TO WARD III PROVIDING FOR CERTIFICATION AND REPEALING OF ALL ORDINANCES AND RESOLUTIONS INCONSISTENT THEREWITH.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA:

1. AMENDMENT. Pursuant to Billings Municipal Code, Section 11-102(c) and the State Law, Billings Municipal Code, Section 11-102(c) Ward Boundaries is hereby amended by adding to Ward III the following described real property:

A tract of Land situated in the SE 1/4 of Section 18, T.1S., R.26E, P.M.M., Yellowstone County, Montana, more particularly described as follows:

Lot 6A, Block 1, of the Amended Plat of Lots 5 and 6, Block 1, of Titan Subdivision, recorded November 2nd, 2006, under Document No. 3399260.

Including adjacent Right-Of-Way of Titan Avenue.

Said annexation containing 1.526 gross acres and 1.233 net acres, more or less.

(# 22-06) See Exhibit "A" Attached

2. EFFECTIVE DATE. This ordinance shall be effective either thirty (30) days after second reading and final adoption as provided by law, or upon the effective date of Resolution No. 22-_____ approving the annexation of the above territory, whichever date is later.

3. REPEALER. All other ordinances, sections of the Billings Municipal Code and ordinances inconsistent herewith are hereby repealed.

4. CERTIFICATION. Pursuant to M.C.A. Section 13-3-103, the above change and alteration is hereby certified to the election administrator by the City Council, and the City Administrator or his designee is hereby directed to certify the changes and alterations and to deliver a map showing the boundaries of the ward, the streets, avenues and alleys by name and the ward by number, to the election administrator not more than ten (10) days after the effective date of this ordinance.

PASSED by the City Council on the first reading this 11th day of July, 2022.

PASSED by the City Council on the second reading this 25th day of July, 2022.

THE CITY OF BILLINGS:

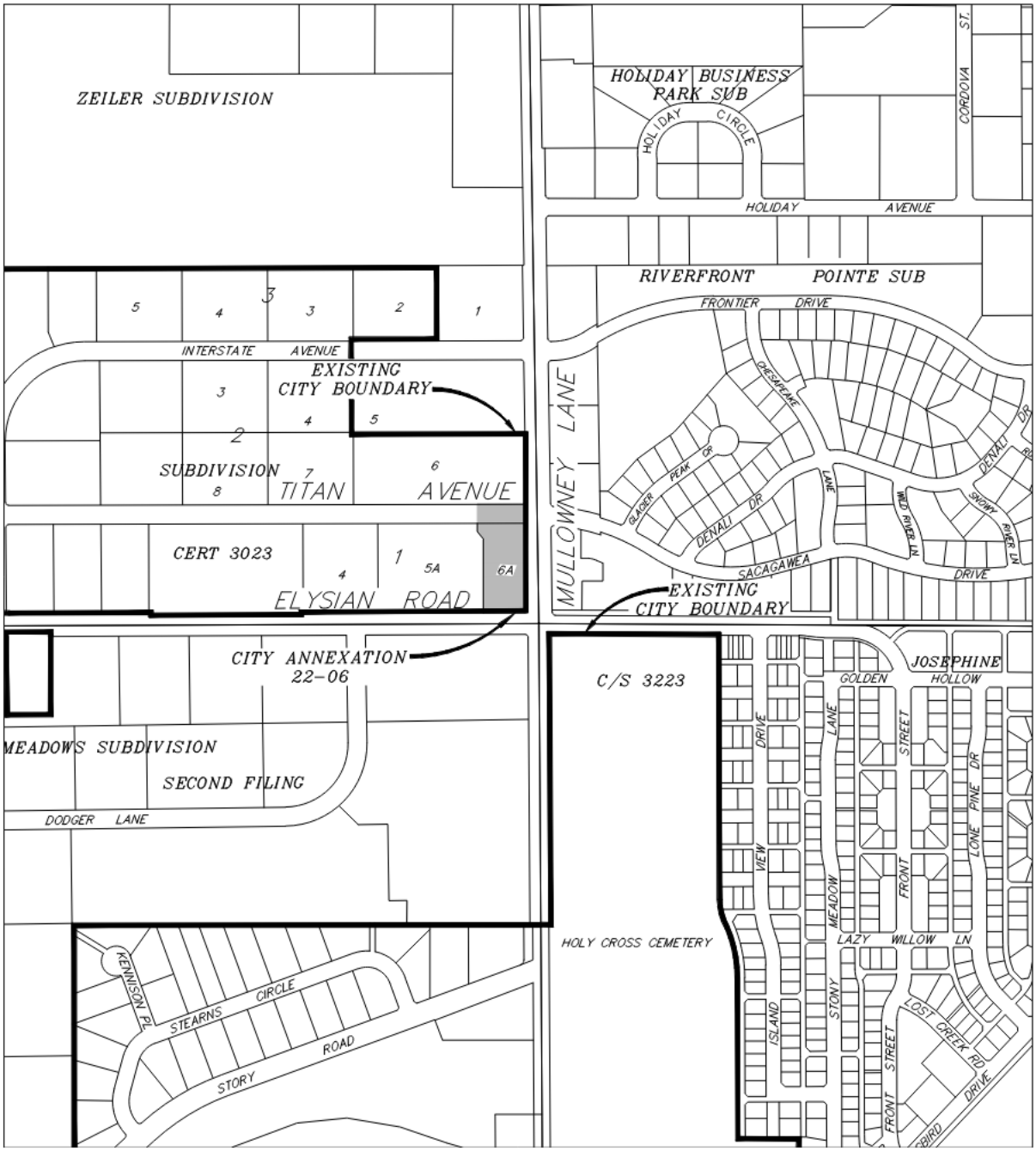
_____
William A. Cole, MAYOR

ATTEST:

BY: _____
Denise Bohlman, CITY CLERK

(#22-06)

EXHIBIT "A"


ZEILER SUBDIVISION
HOLIDAY BUSINESS PARK SUB
HOLIDAY CIRCLE
CORDOVA ST.
HOLIDAY AVENUE
RIVERFRONT POINTE SUB
FRONTIER DRIVE
INTERSTATE AVENUE
EXISTING CITY BOUNDARY
SUBDIVISION
TITAN AVENUE
CERT 3023
ELYSIAN ROAD
MULLOWNEY LANE
CHESAPEAKE
GLACIER PEAK DR
DENALI DR
SACAGAWEA DRIVE
SNOWY RIVER LN
EXISTING CITY BOUNDARY
CITY ANNEXATION 22-06
C/S 3223
JOSEPHINE
GOLDEN HOLLOW
MEADOWS SUBDIVISION
SECOND FILING
DODGER LANE
HOLY CROSS CEMETERY
KENNISON PL
STEARNS CIRCLE
STORY ROAD
MEADOW VIEW DRIVE
FRONT STREET
LONE PINE DR
LAZY WILLOW LN
ISLAND
STONY
LOST CREEK RD
BIRD DRIVE

City Council Regular

Date:	07/11/2022
Title:	Downtown Billings Partnership - Tax Increment Assistance - Lincoln Apartments - 2520 1st Avenue North
Presented by:	Wyeth Friday
Department:	Planning & Community Services
Presentation:	Yes
Legal Review	Not Applicable

RECOMMENDATION

The Downtown Billings Partnership (DBP) Board has reviewed this TIF application and recommends the City Council approve up to a maximum reimbursement of $250,000, starting in the fiscal year following the year in which the project is completed, from Downtown Urban Renewal tax increment finance district funds to 1319 Ash, LLC/Widmyer Corporation for its mixed use project at 2520 1st Avenue North.

Actual reimbursement will be based upon 100% of the actual costs incurred for qualified expenses for renovation, subject to the following conditions:

1. The Applicant shall sign a development agreement with the City of Billings and DBP within 180 days of City Council's approval.
2. This TIFD reimbursement is the maximum that can be received pending satisfactory submission of all paid invoices showing the completion of expenditures related to this project.
3. This TIFD reimbursement is approved per the condition that it be broken down into to five disbursements of $**50,000** each within five continuous fiscal years following the year in which the project is completed.
4. If funds are not available, reimbursement can be carried over to the next fiscal year

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

1319 Ash, LLC/Widmyer Corporation submitted an application on April 21, 2022 to the DBP requesting TIF assistance to renovate the former Montana Rescue Mission Women's Shelter building to refurbish existing apartments, add additional apartments on the ground floor, and add some retail or restaurant use on the ground floor. The project will result in a total of 28 residential units, 5 more than what the building had as a shelter and will activate the first floor on the 1st Avenue North and 26th Street North frontages. The apartments are described as mid-level market rate units.The addition of unique recessed patios/entrances to the 5 ground level units will present a neighborhood feel where there can be more eyes on the street contributing positively to public safety. The business activity will increase foot traffic at this corner complementing Stella's, ClockTower Inn, Pub Station, and Don Luis. Furthermore, this will offer an improved pedestrian experience and additional connectivity between 1st Ave North and Montana Avenue.

The total renovation project is estimated at just over $1 million. Including the building and property value of $1.6 million, the total project is about $2.6 million. The application was vetted by staff and presented to the Development Committee on May 11 with a TIF request of $556,493. The Development Committee reviewed the proposal and made a recommendation to the DBP Board for a maximum TIF grant of $250,000. The recommendation was presented to the DBP Board via email (allowed under the DBP Bylaws) on June 9 and the DBP Board made its recommendation to City Council (See attached email summary of DBP Board discussion and questions). The reasoning for support of the application by DBP are its alignment with the elements/goals of the DBA Strategic Plan, North 27th Street Urban Renewal Plan, City TIF Policy and MCA. The reason for the Board's recommendation of less than what was requested was to best align the elements that are recommended to be funded with the public benefit and streetscape experience, and to ensure strategic management of TIF funds so that other housing and public infrastructure projects may be supported in the future per the DBP Board's strategic goals and alignment with the other guiding policy documents and regulations noted below.

The DBP Board supports the project and found it was a very strong match for accessing urban renewal funds because:

- The project addresses blight remediation (MCA 7-15-4282 through 7-15-4294 and Ordinance 12-5590) through the rehabilitation of the existing building on the site that has been vacant for several years and exceeds (@10:1) the 5:1 private to public matching fund requirements of the DBP Large Project Incentive Grant criteria and City TIF Policy (including the property acquisition). As noted above, the renovation project cost is estimated at about

$1 million while the property acquisition value is $1.6 million, totaling $2.6 million with all elements.

- The project further enhances the vibrancy of Downtown Billings through revitalization of 1st Avenue North; increased public activity along 1st Avenue North and North 26th Street; enhanced pedestrian experience and safety in this area; and improved public safety through modern improvements to the fire protection and escape systems, electrical, plumbing and HVAC systems, door and window replacements, and other street level facade improvements.
- The application aligns with the issue of addressing housing in Downtown Billings and city-wide, as well as other elements/goals of the DBA Strategic Plan (may be viewed through this link https://downtownbillings.com/about/about-the-dba/), City TIF Policy, MCA, and the North 27th Street District Urban Renewal Plan (See Table 1 below and the DBP Board Recommendation document attachment).

Table 1.

Qualified Improvements	DBA Strategic Plan	City TIF Policy	Urban Renewal Plan	Montana Code Annotated
Site work and safety - *Some demolition; Concrete work for sidewalks, front patio areas* *Building Exterior and Facade and work - ground floor siding, windows, doors, entrance areas, lighting of the street frontage/sidewalk areas* Public access and area improvements - *ground floor patio and entrance areas.* Building Safety and Utility work to code - *Mechanical, plumbing, electrical, HVAC*	Vibrant &Connected Downtown -- *includes downtown living P.13* Strong Downtown Identity --P.13 Transformative Initiative - P. 15 - Increase Downtown Residential Population Through Targeted Downtown Housing Initiatives	Permitted uses of TIF Funds: • Demolition and structure removal - P.2 • Private infrastructure with Public Benefit and Public infrastructure --P.2 Financial Assistance Through TIF -- (grants may be for for-profit businesses) P.2	Infrastructure Improvements-- *includes improvements to support workforce housing and loft and condo housing development - P.55* Crime Prevention and Public Safety -P.55	7-15-4202 (3) 7-15-4233 *7-15-4288*

ALTERNATIVES

City Council may:

- Approve the recommendation from the DBP Board for the expenditure of these TIF funds consistent with some elements/goals of the DBA Strategic Plan, North 27th Street Urban Renewal Plan, City TIF Policy and MCA.
- Modify the recommendation from the DBP Board for the expenditure of these TIF funds before taking action, or;
- Disapprove the recommendation from the DBP Board for the expenditure of these TIF funds. If the Council chooses not to approve this TIF application, specific reasoning for the denial is necessary to provide further direction to the DBP Board and staff, and City staff for future applications.

FISCAL EFFECTS

The recommendation is for up to a maximum of $250,000 to be reimbursed to 1319 Ash, LLC/Widmyer for the identified existing site and building renovations. The estimated total project cost is about $2.6 million (property purchase included but not reimbursed), making the private to public investment ratio for this total project about 10:1. The funds are payable per the conditions of approval outlined above in the DBP recommendation, pending satisfactory submission of all paid invoices showing actual cost incurred for the project, and per the reimbursement being broken down into to five disbursements of $50,000 within five continuous fiscal years following the year in which the project is completed. If approved, payments will be incorporated into future year budgets, the earliest is expected to be FY24.

Current estimates of the future Downtown District revenues are able to cover this project in FY24 as well as support known future planned projects and bonding.

Attachments

1319 Ash, LLC/Widmyer TIF Application
DBP Transmittal Letter to City Council
DBP Funding Recommendation
1st Floor Renovation Plan
DBP Email Vote Summary
2008 Downtown Urban Renewal Plan
City TIF Policy

Expanded North 27th Street Urban Renewal District
TIF Application

Project Name: Lincoln Apts Date Submitted: 4/21/2022

Applicant Information

Name: 1319 Ash LLC

Address: 1319 Ash Ave

City/State/Zip: Coeur d'Alene Id. 83814

Phone: 208-661-4069

Email: Swidm10608@aol.com

If the applicant is not an individual conducting business under their own name, the applicant has the status indicated below and is organized or operating under the law of:

Corporation/LLC	Nonprofit or charitable institution/corporation	Partnership	Other
X	☐	☐	☐
Date of organization: 1/1/2019			

Project Information

Building name (if applicable): Lincoln Apts

Address: 2520 1st Ave N

City/State/Zip: Billings Montana 59101

Legal Description (obtained from Orion via County records:
Lot 17-18 Block 111 Original Town Now City of Billings

Property owner (if property is not owned by the applicant)

Property Owner (name or entity): 1319 Ash LLC

Property owner contact: Steve Widmyer

Lessor's Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

Employment

Existing FTEs: N/A

New permanent FTEs created by the project: _____

Construction FTEs: 16

Architectural Firm

Firm name: HGFA

Address: 222 N 32nd St Ste 800

City/State/Zip: Billings MT 59101

Phone: 406-248-7811

Email: mburke@hgfa.com

Contractor

Business Name: TW Clark

Address: 609 Charles St.

City/State/Zip: Billings MT 59101

Phone: 406-208-5659

Email: sridley@twclark.com

Project Details

Land and site improvements (itemized)

1.	Building	$ 1,200,000
2.	Land	$ 400,000
3.		$
4.		$
	Subtotal	$ 1,600,000

Construction/rehabilitation costs (use general construction trade divisions)

1.	See Attached breakdown	$
2.		$
3.		$
4.		$
5.		$
6.		$
7.		$
8.		$
	Subtotal	$

Fees

1.	Architectural/engineering	$ 72,000
2.	Permits	$ See Attached
3.		$
	Subtotal	$
	Total Project Development Costs	$

Financial lending institution

Business name: Western Security Bank

Address: 2812 1st Ave N

City/State/Zip: Billings Montana 59102

Phone: 406-371-8200

Email: _____

Project Information

Description of Project:

Attach a narrative explaining the project and any other design information. Use this section to pitch your project and explain how it will eliminate blight and/or provide a benefit to the public.

The project will provide 5 new apartments on the ground level which are currently vacant and were office space. The new apartments will have new / updated HVAC (heating and cooling), the electrical service will be upgraded from 400 AMP service to 1200 AMPS to bring the service up to code requirements and allow for a future retail and or restaurant space on the west side of the ground level. We are also removing and replacing old federal pacific electrical panels that are a hazard to the building. The exterior of the building will be reworked to open up the existing recessed entries that have been covered over and provide a patio at sidewalk level for the 5 new apartments, along with exterior patio lighting to provide additional security. All windows on the ground level will be replaced with new energy efficient windows.

Rehabilitation Plans:

Attach schematic design drawings and/or completed construction document plans - including site, landscaping, and other engineering design information.

See Attahced

Project Schedule:

Attach a timeline or schedule through completion.

We are currently waiting to receive the building permit for this project and look to start Mid-May once that is obtained. Completion during these times of supply change issues is hard to lock down, our goal is to have the apartments completed in 5 months but this could be impacted by the new electrical gear. We have not received an ETA on the electrical gear to determine how it will affect the overall schedule.

Project Financing

A. Applicant equity

Cash invested $ 667,000

Land & buildings $_____

(if value is more than State of Montana Valuation, a current appraisal must be submitted)

Other $_____

_____ $_____

Subtotal $_____

B. Lender commitments (attach bank loan commitment letter, letters of credit or other documentation)

Lender	Loan Amount	Interest	Term	Payment/Period
Western Security	$ 1,850,000	4 %	2 year Construction into term loan. yrs	$ Interest only for 2 years /Month
_____	$_____	____%	___yrs	$_____/Month

Subtotal $_____

C. TIF assistance - eligible expenses

citation (Office use only)

See Attached		
_____	$_____	_____
_____	$_____	_____
_____	$_____	_____
_____	$_____	_____
_____	$_____	_____
_____	$_____	_____
_____	$_____	_____
_____	$_____	_____
_____	$_____	_____
_____	$_____	_____

Subtotal $_____

D. Other sources of funding

_____ $_____

_____ $_____

Sources of funds summary (post totals from above)

A. Applicant equity $ 667000

B. Lender commitments $ 1850,000

C. TIF assistance $_____

D. Other funds $_____

Total Project financing $_____

Certification

I (we), Steve Widmyer (please print), the APPLICANT, certify that the statements and estimates within this application as well as any and all documentation submitted as attachments to this application or under separate are true and correct to the best of my (our) knowledge and belief.

Signature: _____

Title: Member 1319 Ash LLC

Address: 1319 Ash Ave

C'dA Id. 83814

Date: _____

Signature: _____

Title: _____

Address: _____

_____

Date: _____

Lincoln Apts (Women's Mission)

3/5/2022

DIVISON	DESCRIPTION	TIF	Non-Tif
1	General Conditions (4 Months)	$ 59,498.00	
	Final Cleaning	$ 3,750.00	
	Insurance (General Liabilty ,Builders Risk BY OWNER)		$ 6,089.00
	Performance / Payment Bond	N.I.C	
	Permits (no plan review fee)	$ 3,850.00	
	Temp Fence	N.I.C	
	Special Testing (Concrete, Compaction, Steel)		$ 750.00
	Design / Soils Report	N/A	
	NW Energy / MDU Service Fees	BY OWNER	
	Winter Conditions (allowance)	N/A	
	Design (Architect, MEP, Structural)	BY OWNER	
	Asbestos Survey and Abatement (Unknown)	BY OWNER	
	Abatement	$ 6,500.00	
2	Demolition	$ -	$ 18,200.00
	Demo Exterior Walls (To Restore Existing Recessed Entrances	$ 11,382.00	
	Demo Interior Walls	$ -	
	Demo Doors	$ -	
	Demo Windows (ground level)	$ -	
	Concrete Demo at Ground Level Patios	$ -	
	Demo Flooring	$ -	
	Traffic Control / Temp Walls During Demolition	$ -	$ 5,270.00
3	Concrete	$ 5,212.00	
	Rework Concrete at Ground Level Patios	$ -	
4	Masonry	N.I.C	
5	Structural Steel	$ -	
	Exterior Canopies and Banner Holders	N.I.C	
	Fire Escape Re-work per City Notice	$ 9,500.00	
	Patio Handrails / Guardrails	$ 8,100.00	
6	Rough Carpentry	$ 45,811.00	
	Wall Framing	$ -	
	Sheeting	$ -	
6	Cabinets and Millwork	$ -	$ 35,826.00
	Cabinets in Apts (28)	$ -	
	Casing at Doors	$ -	
7	Insulation	$ -	$ 18,158.00
	Sound Insulation (Walls / Ceilings)	$ -	
	Exterior Wall and Sound Insulation	$ -	
7	Siding	$ 26,750.00	
	Siding at Ground Level Patios	$ -	
7	Caulking / Fire Stop	$ -	$ 2,200.00
8	Doors	$ 5,167.00	$ 18,400.00

	Interior and Exterior Doors / Frames	$	-	
8	Storefront Windows / Doors	$	32,900.00	
	Storefront Entry (Main, 1st set only)	$	-	
	Storefront Windows at Ground Level	$	-	
	Pella Windows	$	18,752.00	
9	Gypsum	$	-	$ 36,157.00
	Walls	$	-	
	Ceilings	$	-	
9	Flooring	$	-	$ 28,000.00
9	ACT Ceilings (TBD, Ceilings could be removed after demo)	$	-	$ 16,400.00
9	Paint	$	-	$ 21,748.00
	Gypsum / Exterior Siding	$	-	
	Doors / Trim	$	-	
	Exterior Canopy (Existing)	$	-	
10	Toilet Accessories	$	-	$ 2,150.00
	Toilet Paper Holders	$	-	
	Mirrors	$	-	
	Shower Curtain Rod (Curtains by Others)	$	-	
10	Interior Signs	$	-	$ 2,218.00
	Cast Letters Exterior		W/Above	$ -
10	Fire Extinguishers / Cabinets	$	-	$ 650.00
11	Appliances	$	-	$ 17,725.00
	Stove and Fridge	$	-	
	Washer / Dryer in Ground Level Apts	$	-	
12	Window Treatments (Allowance)	$	-	$ 3,990.00
21	Fire Suppression	$	13,930.00	
22	Plumbing	$	82,960.00	
	Re-route Plumbing (Water, Drain / Waste / Vent)	$	-	
	Bathroom Fixtures	$	-	
	Kitchen Sinks	$	-	
23	HVAC	$	75,251.00	
	Mini-Splits and Heat Pumps	$	-	
26	Electrical	$	147,180.00	
	Service Change Out (400 Amp to 1200 Amp)	$	-	
	Power	$	-	
	Lighting	$	-	
	Fire Alarm	$	-	
	Remove / Replace Federal Pacific Panels		TBD	
99	Fee	$	-	$ 54,796.00
	Construction Costs	**$**	**556,493.00**	**$ 288,727.00**
	Total Construction Cost (TIF and Non-TIF)	**$**	**845,220.00**	

LINCOLN APARTMENTS

LINCOLN APARTENTS

June 14, 2022

City of Billings Planning and Community Services
Attn: Wyeth Friday
P.O. Box 1178
Billings, MT 59103-1178

Request for TIF Assistance - Widmyer Corporation

Dear, Wyeth -

The DBP is hereby submitting a request for TIF assistance on behalf of Widmyer Corporation for a project in the Expanded North 27th Street Urban Renewal District.

The project involves reworking the exterior of the building to open up existing recessed entries that have been covered to create five individual patios for 5 additional apartments. Lighting and security as well as windows on the ground level will be upgraded. The electrical service will be upgraded to bring the service up to code requirements and allow for a future retail or restaurant space on the west side of the ground level. The building will increase its capacity of rentals from 23 to 28 residential units plus a business presence on the corner of 1st Ave N & N 26th Street.

The total request is $250,000. The Board of Directors of the DBP as well as the Development Committee support this project and recommend approval. This project complies with the Montana Code Annotated as well as City's TIF Policy in regards to the 5:1 preferred threshold of private to public investment. Furthermore, this project conforms with many goals and elements of the Urban Renewal Plan and the Downtown Billings Strategic Plan. Additionally, this project contributes to the pressing needs of downtown and Billings for housing and will activate 28 moderate market rate units. The Board sees it as a complementary activity to recent developments along 1st Ave N east of N 27th Street.

The DBP is requesting a position for review by the Billings City Council during its regular meeting Monday, June 27th.

Thank you for your consideration,

Mehmet Casey
Development Director
Downtown Billings Partnership

June 14, 2022

The Downtown Billings Partnership recommends approval
Project: Lincoln Apartments
Entity: 1319 Ash LLC/Widmyer Corporation
Tax parcel: A00815

Ground level restorations; electrical service upgrades; public and private infrastructure

Items	Expenses	Eligibility	
		MCA 7-15-4233	MCA 7-15-4288
Permits	$3,850	$3,850	
Abatement	$6,500		$6,500
Exterior entrances	$11,382		$11,382
Fire Escape	$9,500		$9,500
Patio handrails /guardrails	$8,100		$8,100
Siding	$26,750		$27,750
Storefront Windows /doors	$51,652		51,652
Fire suppression	$13,930		$13,930
Exterior doors	$5,167		$5,167
Concrete	$5,212		$5,212
Plumbing	82,906		$23,000

Electrical	$147,180		$40,000
HVAC	$75,251		$43,957
General Conditions	$59,498		
Final Cleaning	$3,750		
Rough carpentry	$45,811		
Other	$445,833		
Total	$1,002,326	$3,850	$246,150

Current assessed value	$1,154,225
Estimated increase in taxable value (80% of project cost)	$2,081,861
Commercial tax rate (1.89%)	$393,472
Annual tax increment (69 mills)	$271,495
ROI	1.8 years

Public Benefit:

This project answers to many goals/elements of the URD and DBA Strategic Plan

This project complies and conforms with MCA and City TIF policy

This project activates 23 residential units; adds 5 new residential units, and 1 business

This project will spur further developments in the surrounding area

This project complements the growth of Billings

GENERAL NOTES :

- WALL TYPE NOTES LOCATED ON SHEET A2.2

- CONTRACTOR IS FIELD VERIFY ALL CONDITIONS AND DIMENSIONS PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES BETWEEN THE ACTUAL CONDITIONS AND THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE OWNER AND ARCHITECT IMMEDIATELY.

- SEE ARCHITECTURAL, STRUCTURAL, PLUMBING, MECHANICAL, AND ELECTRICAL SHEETS FOR ADDITIONAL INFORMATION AND COORDINATION.

- SEE FLOOR PLANS, REFLECTED CEILING PLANS, WALL TYPES SECTION AND DETAILS FOR FULL HEIGHT WALLS THAT EXTEND FROM THE F.F TO THE UNDERSIDE OF THE CEILING/FLOOR AND/OR CEILING ROOF STRUCTURE ABOVE.

- IF WALLS DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF STRUCTURE ABOVE, EXTEND WALLS A MINIMUM OF 6" ABOVE THE HIGHEST ADJACENT CEILING AND PROVIDE DIAGONAL BRACING TO STRUCTURE ABOVE. AT 48" O.C. IF NOT SPECIFICALLY NOTED OTHERWISE.

- DIMENSIONS ARE FROM THE EDGE OF CONCRETE FOUNDATION, GRID LINES, AND FACES OF STUDS - UNLESS OTHERWISE NOTED.

- SEE EXTERIOR ELEVATIONS FOR FINISHES AND LOCATIONS.

- CONTRACTOR IS TO PROVIDE BLOCKING AS REQUIRED FOR ALL ITEMS WHETHER OWNER OR CONTRACTOR PROVIDED AND/OR INSTALLED.

- SIZE, SHAPE, STYLE AND LOCATION OF SIGNAGE IS TO BE VERIFIED WITH OWNER.

- ALL EXTERIOR FINISH GRADES ARE TO BE SLOPED AWAY FROM THE BUILDING PERIMETER AT 1/4" TO 12" MINIMUM TO PROVIDE PROPER DRAINAGE, CLEAN, PATCH, REPAIR AND MATCH EXISTING SIDEWALK AND ALLEY GRADE AND SLOPE UNLESS DIRECTION OF SLOPE IS BACK TOWARD THE BUILDING FOUNDATION. IF THIS OCCURS CONTACT THE OWNER AND ARCHITECT IMMEDIATELY.

- EXPANSION MATERIAL (CONT.) IS TO BE PROVIDED WHERE THE BUILDING PERIMETER IS IN CONTACT WITH NEW CONCRETE WALKS, DRIVES, CURBS, STAIRS, RAMPS, ETC. WITH EXTERIOR GRADE SEALANT - MATCH CONCRETE COLOR.

- NEW EXTERIOR FINISHES (EIFS, METAL, BRICK, MASONRY, WOOD, WINDOWS ETC.) - PROVIDE EXPANSION AND CONTROL JOINTS AS REQUIRED AND RECOMMENDED BY MANUFACTURER.

- VERIFY THE LOCATION OF ALL UTILITIES AND CONNECTIONS WITH THE APPROPRIATE UTILITY COMPANY PRIOR TO THE START OF CONSTRUCTION.

- WINDOW TREATMENTS (BLINDS, SUNSCREENS, ETC.) ARE PROVIDED AND INSTALLED BY OWNER. CONTRACTOR TO INSTALL INWALL BLOCKING, AS DIRECTED BY OWNER.

- ALL FINISH FLOOR TRANSITIONS AND TRANSITION STRIPS TO OCCUR UNDER CENTER OF CLOSED DOORS AND MUST MEET IBC, ICC A117.1, AND ADA REQUIRMENTS.

- ALL VAPOR BARRIER SEAMS ARE TO BE OVERLAPPED AND SEALED TO PREVENT MOISTURE MIGRATION PER CODE AND MANUFACTURER'S REQUIREMENTS.

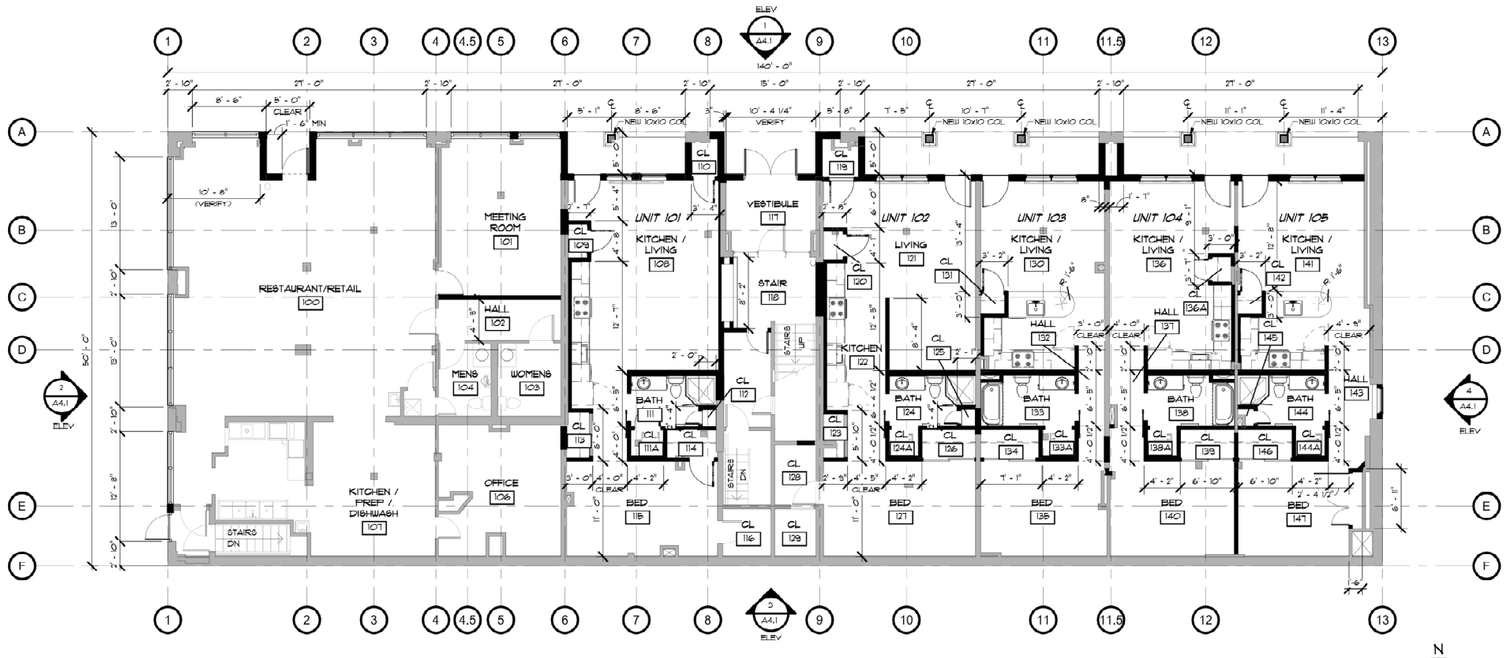
- ALL EXTERIOR GRADE SEALANT TO BE BY PECORA CORP. (OR EQUAL) SEE SECTIONS AND DETAILS.

- SEE BLOW-UPS FOR TRANSITION STRIP LOCATIONS IF NOT CALLED OUT ON THE OVERALL CALLOUT PLAN.

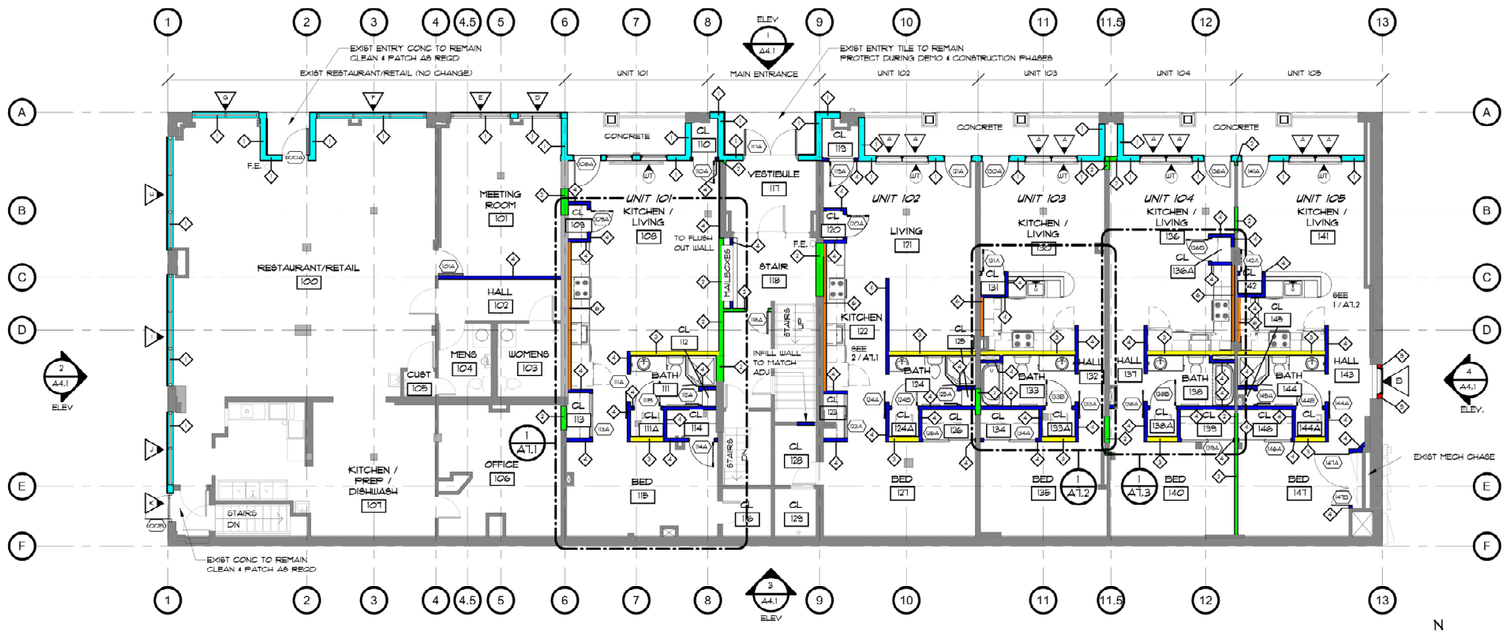
- FINISHED MAIN FLOOR CALLED OUT AS 0' - 0" - COORDINATE WITH OWNER AND ARCHITECT.

- SMACNA = SHEET METAL AND AIR CONDITIONING CONTRACTORS NATIONAL ASSOCIATION

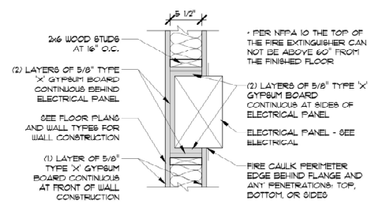
- NRCA = NATIONAL ROOFING CONTRACTORS ASSOCIATION



1 A2.1 MAIN FLOOR - DIMENSION PLAN
SCALE : 1/8" = 1'-0"



2 A2.1 MAIN FLOOR - CALLOUT PLAN
SCALE : 1/8" = 1'-0"



3 A2.1 ELECTRICAL PANEL DETAIL
SCALE : 1" = 1'-0"

Z:\MT-Billings\Wamyer Corporate\Billings\Womens Mission Building\Revit\Local\Womens Rescue Mission - VANI.rvt

STATE OF MONTANA — MICHAEL J. BURKE — REGISTERED ARCHITECT

MICHAEL J. BURKE - SHERRIL F. BURKE - JACK CLARK - JEFFREY WINKLER * MEMBER OF THE AMERICAN INSTITUTE OF ARCHITECTS
HGFA ARCHITECTS, PLLC
800 GRANITE TOWER, BILLINGS, MONTANA 59101 - PH (406) 248-7811 - FAX (406) 259-9278 - Email HGFA@hgfa.net

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JOB LINCOLN APARTMENTS
BILLINGS, MONTANA

DRAWING MAIN FLOOR PLANS - RENOVATION

DRAWN BY TS
JOB NO. 22121
DATE 02.03.2022
CHECKED BY MJB

SHEET A2.1 OF 28

Mehmet Casey <mehmetc@downtownbillings.com>

Widmyer Corporation/Lincoln Apartments

42 messages

Mehmet Casey <mehmetc@downtownbillings.com> Thu, Jun 9, 2022 at 4:12 PM
To: Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, steve wahrlich <sw@bwclocktowerinn.com>, Steve Arveschoug <stevea@bigskyeda.org>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>, Matt Blakeslee <matt@arthousebillings.com>

Hello, DBP -

As promised, this is email 1 of 3 to come for 2/3 majority votes. Attached is the TIF Review Committee's recommendation on the Lincoln Apartments building, located at 2520 1st Ave N. It used to be the women's shelter under the ownership of the Montana Rescue Mission and now it is owned by the Widmyer Corporation, which also bought three other properties in downtown Billings.

Please take a few minutes to read the recommendation as it provides many details. I know this format doesn't provide a presentation by the applicant but Katy and Ethan (Committee and Board members) as well as James and I (staff members) were present when Steve Widmyer presented to the Committee. If you have any follow up questions, I'm happy to answer them here and will be documenting those emails to serve as written commentary should there be any electronic deliberations before the vote.

If not and you're in favor, please reply with a Yay vote. If you're opposed, please reply with a Nay vote. If you have a recommendation for a substitute motion, please let us know and we'll go from there.

In terms of context for time, this is tentatively on Council's agenda for June 27th though it is a busy agenda that night. **I do have to get everything to City Staff no later than June 16th**. Attached is also an up-to-date TIF forecast with this ask being highlighted in yellow.

Thank you,

Mehmet Casey
Development Director

Downtown Billings Alliance
116 N 29th St., Suite A
Billings, MT 59101
mehmetc@downtownbillings.com
207 | 749-1144 [cell]
406 | 294-5060 [office]
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Andy Patten <APatten@ppbglaw.com> Thu, Jun 9, 2022 at 4:33 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, steve wahrlich <sw@bwclocktowerinn.com>, Steve Arveschoug <stevea@bigskyeda.org>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, Matt Blakeslee <matt@arthousebillings.com>

Mehmet – do you have any information on what the monthly rent will be per unit?

James A. Patten ♦ Attorney at Law

PPBG | PATTEN PETERMAN BEKKEDAHL & GREEN, PLLC

2817 2nd Avenue North, Suite 300

Billings, MT 59101-2041

T: 406.252.8500

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Mehmet Casey <mehmetc@downtownbillings.com> Thu, Jun 9, 2022 at 5:23 PM
To: Andy Patten <APatten@ppbglaw.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, steve wahrlich <sw@bwclocktowerinn.com>, Steve Arveschoug <stevea@bigskyeda.org>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, Matt Blakeslee <matt@arthousebillings.com>

Rates are not 100% set yet but they're targeting the $850 range.

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From: Andy Patten <APatten@ppbglaw.com>
Sent: Thursday, June 9, 2022 4:33:00 PM
To: 'Mehmet Casey' <mehmetc@downtownbillings.com>; Erika Guy <eguy@yellowstonecountymt.gov>; Rupsis, Tom <rupsist@billingsmt.gov>; Steve Tostenrud <stostenrud@gmail.com>; Jock West <jock@westlawfirm.pro>; Brandon Scala <bscala@valleyfcu.com>; Meri McGlone <meri.mcglone@fib.com>; Sean Lynch <sean@1111presents.com>; Friday, Wyeth <FridayW@billingsmt.gov>; Front Desk <frontdesk@downtownbillings.com>; Jenny Ross <jenny@downtownbillings.com>; Chris Montague <chrismontaguemt@gmail.com>; Denis Pitman <dpitman@yellowstonecountymt.gov>; Janna Hafer <jhafer@highplainsarchitects.com>; Chris Kukulski <kukulskic@billingsmt.gov>; James Chandler <jamesc@downtownbillings.com>; Katy Easton <keaston@downtownbillings.com>; steve wahrlich <sw@bwclocktowerinn.com>; Steve Arveschoug <stevea@bigskyeda.org>; Ethan Kanning <ekanning@naibusinessproperties.com>; Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>; Joni Harman <joni@swiftlodging.com>; Matt Blakeslee <matt@arthousebillings.com>
Subject: RE: Widmyer Corporation/Lincoln Apartments

[Quoted text hidden]

Andy Patten <APatten@ppbglaw.com> Thu, Jun 9, 2022 at 5:46 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, steve wahrlich <sw@bwclocktowerinn.com>, Steve Arveschoug <stevea@bigskyeda.org>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, Matt Blakeslee <matt@arthousebillings.com>

I vote to approve.

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From: Mehmet Casey <mehmetc@downtownbillings.com>
Sent: Thursday, June 9, 2022 5:23:10 PM
To: Andy Patten <APatten@ppbglaw.com>; Erika Guy <eguy@yellowstonecountymt.gov>; Rupsis, Tom <rupsist@billingsmt.gov>; Steve Tostenrud <stostenrud@gmail.com>; Jock West <jock@westlawfirm.pro>; Brandon Scala <bscala@valleyfcu.com>; Meri McGlone <meri.mcglone@fib.com>; Sean Lynch <sean@1111presents.com>; Friday, Wyeth <FridayW@billingsmt.gov>; Front Desk <frontdesk@downtownbillings.com>; Jenny Ross <jenny@downtownbillings.com>; Chris Montague <chrismontaguemt@gmail.com>; Denis Pitman <dpitman@yellowstonecountymt.gov>; Janna Hafer <jhafer@highplainsarchitects.com>; Chris Kukulski <kukulskic@billingsmt.gov>; James Chandler <jamesc@downtownbillings.com>; Katy Easton <keaston@downtownbillings.com>; steve wahrlich <sw@bwclocktowerinn.com>; Steve Arveschoug <stevea@bigskyeda.org>; Ethan Kanning <ekanning@naibusinessproperties.com>; Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>; Joni Harman <joni@swiftlodging.com>; Matt Blakeslee <matt@arthousebillings.com>
Subject: Re: Widmyer Corporation/Lincoln Apartments

[Quoted text hidden]

Janna Hafer <jhafer@highplainsarchitects.com> Thu, Jun 9, 2022 at 6:00 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>

Hi Mehmet,

Is there a reason why I can't print the document to review?

Thanks,

Janna

From: Mehmet Casey <mehmetc@downtownbillings.com>
Sent: Thursday, June 9, 2022 4:13 PM
To: Erika Guy <eguy@yellowstonecountymt.gov>; Rupsis, Tom <rupsist@billingsmt.gov>; Steve Tostenrud <stostenrud@gmail.com>; Jock West <jock@westlawfirm.pro>; Brandon Scala <bscala@valleyfcu.com>; Meri McGlone <meri.mcglone@fib.com>; Sean Lynch <sean@1111presents.com>; Friday, Wyeth <FridayW@billingsmt.gov>; Front Desk <frontdesk@downtownbillings.com>; Jenny Ross <jenny@downtownbillings.com>; Chris Montague <chrismontaguemt@gmail.com>; Denis Pitman <dpitman@yellowstonecountymt.gov>; Janna Hafer <jhafer@highplainsarchitects.com>; Chris Kukulski <kukulskic@billingsmt.gov>; James Chandler <jamesc@downtownbillings.com>; Katy Easton <keaston@downtownbillings.com>; steve wahrlich <sw@bwclocktowerinn.com>; Steve Arveschoug <stevea@bigskyeda.org>; Ethan Kanning <ekanning@naibusinessproperties.com>; Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>; Joni Harman <joni@swiftlodging.com>; James A. Patten <apatten@ppbglaw.com>; Matt Blakeslee <matt@arthousebillings.com>
Subject: Widmyer Corporation/Lincoln Apartments

Hello, DBP -

[Quoted text hidden]

Mehmet Casey <mehmetc@downtownbillings.com> Thu, Jun 9, 2022 at 6:45 PM
To: Janna Hafer <jhafer@highplainsarchitects.com>

Oh weird. It shouldn't. Is it just the recommendation or the TIF forecast too?

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From: Janna Hafer <jhafer@highplainsarchitects.com>
Sent: Thursday, June 9, 2022 6:00:31 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>
Subject: RE: Widmyer Corporation/Lincoln Apartments

Hi Mehmet,

[Quoted text hidden]

Joni Harman <joni@swiftlodging.com> Thu, Jun 9, 2022 at 11:34 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>

I vote yay.

Joni

> On Jun 9, 2022, at 4:13 PM, Mehmet Casey <mehmetc@downtownbillings.com> wrote:

[Quoted text hidden]

2 attachments

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Brandon Scala <bscala@valleyfcu.com> Fri, Jun 10, 2022 at 7:14 AM
To: Andy Patten <APatten@ppbglaw.com>, Mehmet Casey <mehmetc@downtownbillings.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, steve wahrlich <sw@bwclocktowerinn.com>, Steve Arveschoug <stevea@bigskyeda.org>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, Matt Blakeslee <matt@arthousebillings.com>

I vote yes

Valley CREDIT UNION

Brandon Scala | SVP of Business Development, CUBDP
O: 406-655-2755 | Toll Free: 800-735-6803 | F: 406-655-5037
E: bscala@valleyfcu.com | Website: http://www.valleyfcu.com
207 N. Broadway, Suite 305, Billings, MT59101

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From: Andy Patten <APatten@ppbglaw.com>
Sent: Thursday, June 9, 2022 5:47 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>; Erika Guy <eguy@yellowstonecountymt.gov>; Rupsis, Tom <rupsist@billingsmt.gov>; Steve Tostenrud <stostenrud@gmail.com>; Jock West <jock@westlawfirm.pro>; Brandon Scala <bscala@valleyfcu.com>; Meri McGlone <meri.mcglone@fib.com>; Sean Lynch <sean@1111presents.com>; Friday, Wyeth <FridayW@billingsmt.gov>; Front Desk <frontdesk@downtownbillings.com>; Jenny Ross <jenny@downtownbillings.com>; Chris Montague <chrismontaguemt@gmail.com>; Denis Pitman <dpitman@yellowstonecountymt.gov>; Janna Hafer <jhafer@highplainsarchitects.com>; Chris Kukulski <kukulskic@billingsmt.gov>; James Chandler <jamesc@downtownbillings.com>; Katy Easton <keaston@downtownbillings.com>; steve wahrlich <sw@bwclocktowerinn.com>; Steve Arveschoug <stevea@bigskyeda.org>; Ethan Kanning <ekanning@naibusinessproperties.com>; Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>; Joni Harman <joni@swiftlodging.com>; Matt Blakeslee <matt@arthousebillings.com>
Subject: Re: Widmyer Corporation/Lincoln Apartments

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Mehmet Casey

Development Director

Downtown Billings Alliance

116 N 29th St., Suite A

Billings, MT 59101

mehmetc@downtownbillings.com

207 | 749-1144 [cell]

406 | 294-5060 [office]

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Sean Lynch <sean@1111presents.com> Fri, Jun 10, 2022 at 7:21 AM
To: Brandon Scala <bscala@valleyfcu.com>
Cc: Andy Patten <apatten@ppbglaw.com>, Mehmet Casey <mehmetc@downtownbillings.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Meri McGlone <meri.mcglone@fib.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, steve wahrlich <sw@bwclocktowerinn.com>, Steve Arveschoug <stevea@bigskyeda.org>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, Matt Blakeslee <matt@arthousebillings.com>

I vote to approve.

Sean

Sent from my iPhone

> On Jun 10, 2022, at 7:16 AM, Brandon Scala <bscala@valleyfcu.com> wrote:
>
> I vote yes

mehmetc@downtownbillings.com

207 | 749-1144 [cell]

406 | 294-5060 [office]

[Quoted text hidden]

Meri Mcglone <Meri.Mcglone@fib.com> Fri, Jun 10, 2022 at 7:35 AM
To: Mehmet Casey <mehmetc@downtownbillings.com>

I vote “yes”.

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From: Mehmet Casey <mehmetc@downtownbillings.com>
Sent: Thursday, June 9, 2022 4:12:40 PM
To: Erika Guy <eguy@yellowstonecountymt.gov>; Rupsis, Tom <rupsist@billingsmt.gov>; Steve Tostenrud <stostenrud@gmail.com>; Jock West <jock@westlawfirm.pro>; Brandon Scala <bscala@valleyfcu.com>; Meri Mcglone <Meri.Mcglone@fib.com>; Sean Lynch <sean@1111presents.com>; Friday, Wyeth <FridayW@billingsmt.gov>; Front Desk <frontdesk@downtownbillings.com>; Jenny Ross <jenny@downtownbillings.com>; Chris Montague <chrismontaguemt@gmail.com>; Denis Pitman <dpitman@yellowstonecountymt.gov>; Janna Hafer <jhafer@highplainsarchitects.com>; Chris Kukulski <kukulskic@billingsmt.gov>; James Chandler <jamesc@downtownbillings.com>; Katy Easton <keaston@downtownbillings.com>; steve wahrlich <sw@bwclocktowerinn.com>; Steve Arveschoug <stevea@bigskyeda.org>; Ethan Kanning <ekanning@naibusinessproperties.com>; Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>; Joni Harman <joni@swiftlodging.com>; James A. Patten <apatten@ppbglaw.com>; Matt Blakeslee <matt@arthousebillings.com>
Subject: [EXTERNAL] Widmyer Corporation/Lincoln Apartments

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---

steve wahrlich <sw@bwclocktowerinn.com> Fri, Jun 10, 2022 at 7:50 AM
To: Mehmet Casey <mehmetc@downtownbillings.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Steve Arveschoug <stevea@bigskyeda.org>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>, Matt Blakeslee <matt@arthousebillings.com>

Mehmet, I’m more than likely in favor of this project but the information provided makes me uncomfortable approving this. So here are my questions:

1. What are they looking at for total project cost?

2. Are they going to be coming back to the partnership for additional funds?
3. Do we have any drawings of what they are proposing?
4. Do we have a budget from them?
5. What is the time frame they look to start and time complete?

At least with these it would be a lot easier to make a positive recommendation. If this has been sent I apologize. I've only gotten the brief description and TIF cash position.

[Quoted text hidden]

Mehmet Casey <mehmetc@downtownbillings.com> Fri, Jun 10, 2022 at 9:26 AM
To: steve wahrlich <sw@bwclocktowerinn.com>
Cc: Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Steve Arveschoug <stevea@bigskyeda.org>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>, Matt Blakeslee <matt@arthousebillings.com>

Those are good questions that usually come up in an in-person meeting. No need to apologize as they were not in the recommendation but were discussed in the committee meeting. Below are the answers:

1. Total project cost (acquisition and construction) is $2,602,326.
2. Not for this project. The plan is to privately fund improvements to the second and third floors down the road.
3. Attached is the floor plan of the ground level apartments.
4. Acquisition was $1.6M and the rest is construction. They have a commercial loan and cash investments.
5. Construction is beginning this month but will begin with non TIF items until Board and Council approval is obtained. If everything goes smoothly, Oct 1 is their estimated time of completion.

Thank you,

Mehmet Casey
Development Director

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Floor Plans 5.11.22.pdf
3253K

Steve Arveschoug <SteveA@bigskyeda.org> Fri, Jun 10, 2022 at 10:42 AM
To: Mehmet Casey <mehmetc@downtownbillings.com>, steve wahrlich <sw@bwclocktowerinn.com>
Cc: Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague

<chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>, Matt Blakeslee <matt@arthousebillings.com>

Mehmet,

What does “moderate market rate” really mean? What rental rate do they need to secure in order to make the project work financially?

With that info in hand, I would support the project as well.

Steve

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STEVE ARVESCHOUG

EXECUTIVE DIRECTOR

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<stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>, Matt Blakeslee <matt@arthousebillings.com>

Market rate doesn't always mean affordable but with this project, because of the size of apartments, even when it's market rate, it is somewhat affordable to an employee who makes $15 an hour. Thus they're targeting moderate and not high or low.

Thank you,

From: Steve Arveschoug <SteveA@bigskyeda.org>
Sent: Friday, June 10, 2022 10:42:34 AM
To: Mehmet Casey <mehmetc@downtownbillings.com>; steve wahrlich <sw@bwclocktowerinn.com>
Cc: Erika Guy <eguy@yellowstonecountymt.gov>; Rupsis, Tom <rupsist@billingsmt.gov>; Steve Tostenrud <stostenrud@gmail.com>; Jock West <jock@westlawfirm.pro>; Brandon Scala <bscala@valleyfcu.com>; Meri McGlone <meri.mcglone@fib.com>; Sean Lynch <sean@1111presents.com>; Friday, Wyeth <FridayW@billingsmt.gov>; Front Desk <frontdesk@downtownbillings.com>; Jenny Ross <jenny@downtownbillings.com>; Chris Montague <chrismontaguemt@gmail.com>; Denis Pitman <dpitman@yellowstonecountymt.gov>; Janna Hafer <jhafer@highplainsarchitects.com>; Chris Kukulski <kukulskic@billingsmt.gov>; James Chandler <jamesc@downtownbillings.com>; Katy Easton <keaston@downtownbillings.com>; Ethan Kanning <ekanning@naibusinessproperties.com>; Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>; Joni Harman <joni@swiftlodging.com>; James A. Patten <apatten@ppbglaw.com>; Matt Blakeslee <matt@arthousebillings.com>
Subject: RE: Widmyer Corporation/Lincoln Apartments

[Quoted text hidden]

Steve Arveschoug <SteveA@bigskyeda.org> Fri, Jun 10, 2022 at 1:06 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>, steve wahrlich <sw@bwclocktowerinn.com>
Cc: Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>, Matt Blakeslee <matt@arthousebillings.com>

So the rental rates will be $800+ a month? $1,000 per month? Or, closer to $600 per month?

At $15 per hour earnings ($31,000 per year), paying 30% of income on housing related costs (rent and utilities), that would put the rent at $650 to $750 per month. Close?

[Quoted text hidden]

---

image003.png
27K

Mehmet Casey <mehmetc@downtownbillings.com> Fri, Jun 10, 2022 at 1:25 PM
To: Steve Arveschoug <SteveA@bigskyeda.org>, steve wahrlich <sw@bwclocktowerinn.com>
Cc: Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>, Matt Blakeslee <matt@arthousebillings.com>

$850 is their aim. Their formula calculates 33% of income.

Thank you,

From: Steve Arveschoug <SteveA@bigskyeda.org>
Sent: Friday, June 10, 2022 1:06:52 PM

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[Quoted text hidden]

Chris Montague <chrismontaguemt@gmail.com> Fri, Jun 10, 2022 at 1:26 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>
Cc: Steve Arveschoug <SteveA@bigskyeda.org>, steve wahrlich <sw@bwclocktowerinn.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>, Matt Blakeslee <matt@arthousebillings.com>

vote aye

thanks

Chris Montague
Montague's Jewelers- Since 1937
2810 2nd Avenue North
Billings, Montana 59101
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chrismontaguemt@gmail.com
montaguesjewelers.com
facebook.com/montaguesjewelers

[Quoted text hidden]

Mehmet Casey <mehmetc@downtownbillings.com> Mon, Jun 13, 2022 at 9:53 AM
To: Janna Hafer <jhafer@highplainsarchitects.com>

Here's the word document. Maybe this version will print?

Thank you,

Mehmet Casey
Development Director

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Development Committee Recommendation.docx
394K

Mehmet Casey <mehmetc@downtownbillings.com> Mon, Jun 13, 2022 at 11:49 AM
To: Chris Montague <chrismontaguemt@gmail.com>
Cc: Steve Arveschoug <SteveA@bigskyeda.org>, steve wahrlich <sw@bwclocktowerinn.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>, Matt Blakeslee <matt@arthousebillings.com>

Thank you! Just to keep everyone up to date...I have 6 yay votes so far and 0 nay votes. Need 5 more "yay" votes for approval of the recommendation. Otherwise, happy to answer any other follow up questions.

Mehmet Casey
Development Director

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steve wahrlich <sw@bwclocktowerinn.com> Mon, Jun 13, 2022 at 12:07 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>

Sorry for not getting back with some other questions:

1. What exterior improvements are they planning – especially the front and the alley between pub station and the building? Anything with their garbage area in the alley
2. Lighting and landscaping
3. Building color

From: Mehmet Casey <mehmetc@downtownbillings.com>
Sent: Friday, June 10, 2022 9:26 AM
To: steve wahrlich <sw@bwclocktowerinn.com>

[Quoted text hidden]

[Quoted text hidden]

Ethan Kanning <ekanning@naibusinessproperties.com> Mon, Jun 13, 2022 at 12:25 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>

approve

Ethan Kanning

ekanning@naibusinessproperties.com

NAI Business Properties

Cell: 406 672 0435

Direct: 406 294 6314

[Quoted text hidden]

Janna Hafer <jhafer@highplainsarchitects.com> Mon, Jun 13, 2022 at 12:41 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>

Got it – and it printed!

[Quoted text hidden]

Mehmet Casey <mehmetc@downtownbillings.com> Mon, Jun 13, 2022 at 12:42 PM
To: Ethan Kanning <ekanning@naibusinessproperties.com>

Thank you!

Mehmet Casey
Development Director

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Mehmet Casey <mehmetc@downtownbillings.com> Mon, Jun 13, 2022 at 12:43 PM
To: Janna Hafer <jhafer@highplainsarchitects.com>

Yay!

Mehmet Casey
Development Director

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[Quoted text hidden]

Denis Pitman <dpitman@yellowstonecountymt.gov> Mon, Jun 13, 2022 at 12:50 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>

OK

Denis Pitman

From: Mehmet Casey <mehmetc@downtownbillings.com>
Sent: Monday, June 13, 2022 11:50 AM
To: Chris Montague <chrismontaguemt@gmail.com>

[Quoted text hidden]

[Quoted text hidden]

Rupsis, Tom <rupsist@billingsmt.gov> Mon, Jun 13, 2022 at 12:57 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>

Just want to confirm that I am a non-voting member, and you're not expecting a response from me. Right?

Thanks, Mehmet!

Tom

Tom Rupsis

Billings City Council – Ward 5

rupsist@billingsmt.gov

406-545-0701

From: Mehmet Casey <mehmetc@downtownbillings.com>
Sent: Monday, June 13, 2022 11:50 AM
To: Chris Montague <chrismontaguemt@gmail.com>

[Quoted text hidden]

[Quoted text hidden]

Matt Blakeslee <matt@arthousebillings.com> Mon, Jun 13, 2022 at 1:22 PM
To: Mehmet Casey <mehmetc@downtownbillings.com>
Cc: Chris Montague <chrismontaguemt@gmail.com>, Steve Arveschoug <SteveA@bigskyeda.org>, Steve Wahrlich <sw@bwclocktowerinn.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Janna Hafer <jhafer@highplainsarchitects.com>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>

I vote yes.

Matt

[Quoted text hidden]
[Quoted text hidden]
[Quoted text hidden]

> vote aye
>
> thanks
> [Quoted text hidden]
>
> [Quoted text hidden]

Confirming my yes vote. Thanks, Mehmet, for addressing my questions.

Steve

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STEVE ARVESCHOUG

EXECUTIVE DIRECTOR

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Building REMARKABLE

From: Mehmet Casey <mehmetc@downtownbillings.com>
Sent: Monday, June 13, 2022 11:50 AM
To: Chris Montague <chrismontaguemt@gmail.com>

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[Quoted text hidden]

image003.png
27K

Mehmet Casey <mehmetc@downtownbillings.com> Mon, Jun 13, 2022 at 2:58 PM
To: steve wahrlich <sw@bwclocktowerinn.com>

No worries.

There will be new lighting at the entrance of the ground level apartments and commercial space (once a tenant is finalized/identified).

They will install motion lights on the alley.

The color of the building will follow the same tones as the existing masonry. The EFIS locations on the exterior of the building will be removed as these will become recessed patios for the apartments.

Code requires them to add trees so they're currently examining the number of wells and where trees can be added.

Thank you,

Mehmet Casey
Development Director

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[Quoted text hidden]

Pictures.pdf
1843K

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steve wahrlich <sw@bwclocktowerinn.com> Tue, Jun 14, 2022 at 10:28 AM
To: Mehmet Casey <mehmetc@downtownbillings.com>

FYI – I was the one that hung the existing awing over the front door. I was also the one who did the pointing on the east wall (Alley) so they may want to check with me. I'm also the one who removed the old Lincoln hotel sign.

Thanks

[Quoted text hidden]

---

steve wahrlich <sw@bwclocktowerinn.com> Tue, Jun 14, 2022 at 10:30 AM
To: Mehmet Casey <mehmetc@downtownbillings.com>

The only other item would be changes to the front of the building, due to unknown circumstances should be brought in front of the design committee. Personally, I'd love to know if things changes as I look directly at them.

[Quoted text hidden]

---

steve wahrlich <sw@bwclocktowerinn.com> Tue, Jun 14, 2022 at 10:37 AM
To: Mehmet Casey <mehmetc@downtownbillings.com>

Just looked at the picture again, are they planning on redoing the brick on the alley side or just paint or nothing? Picture shows "new brick"

[Quoted text hidden]

Mehmet Casey <mehmetc@downtownbillings.com> Tue, Jun 14, 2022 at 12:17 PM
To: steve wahrlich <sw@bwclocktowerinn.com>

Thanks for sharing that! I'll share your email address with Steve Widmyer if I may so they can learn more about the condition/history of the building given your involvement. :)

The color of the building will follow the same tones as the existing masonry and should be consistent on all fronts (26th, 1st, and alley).

Thank you,

Mehmet Casey
Development Director

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Janna Hafer <jhafer@highplainsarchitects.com> Wed, Jun 15, 2022 at 12:43 PM
To: Matt Blakeslee <matt@arthousebillings.com>, Mehmet Casey <mehmetc@downtownbillings.com>
Cc: Chris Montague <chrismontaguemt@gmail.com>, Steve Arveschoug <SteveA@bigskyeda.org>, Steve Wahrlich <sw@bwclocktowerinn.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>

Mehmet,

I will vote in favor of the project.

Thanks,

Janna

[Quoted text hidden]

Mehmet Casey <mehmetc@downtownbillings.com> Thu, Jun 16, 2022 at 9:17 AM
To: Janna Hafer <jhafer@highplainsarchitects.com>
Cc: Matt Blakeslee <matt@arthousebillings.com>, Chris Montague <chrismontaguemt@gmail.com>, Steve Arveschoug <SteveA@bigskyeda.org>, Steve Wahrlich <sw@bwclocktowerinn.com>, Erika Guy <eguy@yellowstonecountymt.gov>, "Rupsis, Tom" <rupsist@billingsmt.gov>, Steve Tostenrud <stostenrud@gmail.com>, Jock West <jock@westlawfirm.pro>, Brandon Scala <bscala@valleyfcu.com>, Meri McGlone <meri.mcglone@fib.com>, Sean Lynch <sean@1111presents.com>, "Friday, Wyeth" <FridayW@billingsmt.gov>, Front Desk <frontdesk@downtownbillings.com>, Jenny Ross <jenny@downtownbillings.com>, Denis Pitman <dpitman@yellowstonecountymt.gov>, Chris Kukulski <kukulskic@billingsmt.gov>, James Chandler <jamesc@downtownbillings.com>, Katy Easton <keaston@downtownbillings.com>, Ethan Kanning <ekanning@naibusinessproperties.com>, Mary Walks Over Ice <mwalksoverice@nadc-nabn.org>, Joni Harman <joni@swiftlodging.com>, "James A. Patten" <apatten@ppbglaw.com>

Thank you all! I have received more than 2/3 majority. :)

Mehmet Casey
Development Director

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NOTE: SUPPORTING DOCUMENTS FOLLOW AGENDA

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"THE MAGIC CITY – A VIBRANT, WELCOMING PLACE WHERE PEOPLE FLOURISH AND BUSINESS THRIVES"

AGENDA

COUNCIL CHAMBERS December 8, 2008 6:30 P.M.

CALL TO ORDER – Mayor Tussing
PLEDGE OF ALLEGIANCE – Mayor Tussing
INVOCATION – Councilmember McCall
ROLL CALL
MINUTES – November 13, 2008, Special Meeting
November 24, 2008
COURTESIES – Presentation to Al Winegardner and family in appreciation of donation in memory of Jayne Winegardner
PROCLAMATIONS
ADMINISTRATOR REPORTS – Tina Volek

PUBLIC COMMENT on "NON-PUBLIC HEARING" Agenda Item: 1 ONLY. Speaker sign-in required. (Comments offered here are limited to 1 minute per speaker. Please sign up on the clipboard located at the podium. Comment on items listed as public hearing items will be heard ONLY during the designated public hearing time for each respective item.)
(NOTE: For Items not on this agenda, public comment will be taken at the end of the agenda. Please sign up on the clipboard located at the back of the room.)

CONSENT AGENDA:

1. A. Change Order #3, W.O. 08-09, Waste Water Treatment Plant Primary Effluent Pipe Replacement and Sludge Drying Bed Expansion, Western Municipal, $20,468.65, and **increase** the City Administrator's change order authority by $50,000.

B. Approval of compensation agreement for Private Contract No. 599, Emmanuel Baptist Church Sanitary Sewer Extension project, $325,360.

C. **Approval** of amended Purchase and Sale Agreement with School District Two for ten acres within Cottonwood Park for $200,000, and **authorization** for the Mayor to execute associated documents to consummate the sale and transfer of ownership of the property.

D. **Approval** of grant application submittal to Safe Route to School Program for the Elementary School Traffic Plan, $50,000.

E. **Resolution** relating to financing of proposed Zone 3 Storage, Zone 4 Reservoir project and Water Rehabilitation project; establishing compliance with reimbursement bond regulations under the Internal Revenue Code for the purpose of reimbursing the City with bond sale proceeds for financing water projects prior to the availability of funds.

F. **Resolution** relating to financing of a proposed Wastewater treatment plant disinfection system project; establishing compliance with reimbursement bond regulations under the Internal Revenue Code for the purpose of reimbursing the City with bond sale proceeds for financing sewer projects prior to the availability of funds.

G. **Second/Final reading** ordinance expanding the North 27th Street Urban Renewal Area – 2008.

H. **Second/Final reading** ordinance modifying the South Billings Boulevard Urban Renewal District.

I. **Exempt Amended Plat** of Tract 1 of Certificate of Survey 1815.

J. **Bills and Payroll**
(1) November 7, 2008
(2) November 14, 2008

(Action: approval or disapproval of Consent Agenda.)

REGULAR AGENDA:

2. **PUBLIC HEARING AND RESOLUTION GRANTING NEW OR EXPANDING INDUSTRY TAX INCENTIVES FOR BIG SKY ECONOMIC DEVELOPMENT AUTHORITY/GENERAL ELECTRIC CAPITAL CORPORATION** for a new building at 3333 Hesper Road. Staff recommends approval. (**Action**: approval or disapproval of staff recommendation).

3. **PUBLIC HEARING AND RESOLUTION GRANTING NEW OR EXPANDING INDUSTRY TAX INCENTIVES FOR DALCO INDUSTRIES DBA TETON STEEL** for property improvements at Gabel Road and South 29th Street. Staff

recommends approval. (**Action**: approval or disapproval of staff recommendation).

4. **PUBLIC HEARING AND FIRST READING ORDINANCE FOR REVISIONS TO BOARDS AND COMMISSIONS:** Revisions that provide consistency in procedural areas for advisory boards, commissions and committees, and reorganizes ordinances into one Article of the Code. Staff recommends approval. (**Action**: approval or disapproval of staff recommendation).

5. **PUBLIC HEARING FOR EXTENSION OF INTERIM ZONING ORDINANCE:** A proposed one-year extension of the Interim Zoning Ordinance that amends Section 27-611, Sexually Oriented Businesses, and allows the interim zoning ordinance to be effective until December 23, 2009. Staff recommends approval. (**Action**: approval or disapproval of staff recommendation).

6. **DOWNTOWN BILLINGS PARKING STUDY.** Delayed from 11/24/08. Staff recommends approval of contract with Rich and Associates, Inc. for $68,500. (**Action**: approval or disapproval of staff recommendation).

7. **PUBLIC COMMENT on <u>Non-Agenda</u> Items --** <u>Speaker sign-in required.</u> *(Restricted to <u>ONLY</u> items not on this printed agenda; comments limited to 3 minutes per speaker. Please sign up on the clipboard located at the back of the Council Chambers.)*

(Action: approval or disapproval of Consent Agenda.)

ADJOURN

(NOTE: Additional information on any of these items is available in the City Clerk's Office)

Visit our Web site at:
http://ci.billings.mt.us

ATTACMENT A

ORDINANCE NO. _____

AN ORDINANCE MODIFYING THE URBAN RENEWAL PLAN OF THE NORTH 27TH STREET DISTRICT URBAN RENEWAL AREA; MODIFYING THE BOUNDARIES OF THE DISTRICT; ADOPTING A MODIFIED URBAN RENEWAL PLAN INCLUDING A TAX INCREMENT PROVISION; APPROVING URBAN RENEWAL PROJECTS THEREIN AND AUTHORIZING THE ISSUANCE OF TAX INCREMENT URBAN RENEWAL REVENUE BONDS OF THE CITY TO FINANCE COSTS THEREOF

NOW, WHEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA:

WHEREAS, on July 11, 2005 the City Council adopted Ordinance No. 05-5333, which created the North 27th Street District Urban Renewal Area (hereafter "North 27th Street District") and adopted the Urban Renewal Plan of the North 27th Street District Urban Renewal Area ("N. 27th Street Plan") that included a tax increment provision and endorsed urban renewal projects.

WHEREAS, on November 13, 2006 the City Council adopted Ordinance No. 06-5394 which expanded the boundaries and amended the N. 27th Street Plan to create the Extended N. 27th Street District that included a tax increment provision and endorsed urban renewal projects.

WHEREAS, it has been determined that the Extended North 27th Street District and the N. 27th Street Plan should be modified to include additional property contiguous to the Extended North 27th Street District.

WHEREAS, this Council on November 24, 2008, conducted a public hearing on a proposal to modify the N. 27th Street Plan by adopting the Urban Renewal Plan of the Expanded North 27th Street District Urban Renewal Area - 2008, thereby establishing a modified urban renewal area to be formally designated as the Expanded North 27th Street District Urban Renewal Area - 2008 (the "Expanded North 27th Street District - 2008" or "the Property"), and to undertake urban renewal projects therein, all as authorized by Montana Code Annotated, Title 7, Chapter 15, Parts 42 and 43, as amended (the "Act").

WHEREAS, the Expanded North 27th Street District - 2008 is depicted on Attachment 1 (depicting the relationship of the Expanded North 27th District – 2008 to the Extended N. 27th Street District) and which is hereby incorporated herein and made a part hereof. Pursuant to this Ordinance, the boundaries of the Redevelopment Area are modified to reflect the addition of the Property depicted on the map on Attachment 1. The Redevelopment Area, as modified, is depicted on Attachment 1 and legally described on Attachment 2 (the "Resulting Redevelopment Area") (each of which is hereby incorporated herein and made a part hereof). The Resulting Redevelopment Area is contiguous.

WHEREAS, opportunities have been presented to the City that makes it desirable for the City to consider urban renewal projects within the Expanded North 27th Street District - 2008 consisting of demolishing certain blighted structures within the district; improving such properties with new construction, landscaping, utilities, and other similar improvements; and making the properties so improved available for private redevelopment in accordance with the Act (the "Projects"). Development proposals to be considered for funding include mixed use projects, building renovations, services for the District and the construction or expansion of City owned parking structures within the District.

WHEREAS, the proposed modified urban renewal plan titled the Urban Renewal Plan of the Expanded North 27th Street District - 2008 is attached hereto as Attachment 3 (which is hereby incorporated herein and made a part hereof) (the "Modified Plan"). The Modified Plan contains a tax increment provision and will govern the operation and administration of the Expanded North 27th Street District - 2008.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Billings, Montana, as follows:

1. Findings. This Council hereby finds, determines and declares, based on the comments received at the public hearing and other studies and information available to this Council, that:

a. The Property presently contains structures and improvements that are in a state of substantial deterioration, are obsolete or defective, pose unsanitary or unsafe conditions, are vacant and unused, and have inappropriate uses. The present condition of the Property substantially impairs the sound functioning of the downtown area of the City and its environs, is conducive to juvenile delinquency and crime, poses the threat of vandalism or mischief and fire or loss, constitutes an economic and social liability, and is a menace to the public health, safety, and welfare of the residents of the City. Accordingly, the Council reaffirms its previous findings that the Property is a blighted area within the meaning of Section 7-15-4210 of the Act. This Council finds that the rehabilitation, redevelopment or a combination thereof of the Property is necessary and in the interest of the health, safety, morals or welfare of the residents of the City. This Council finds that undertaking measures to eradicate or diminish the blight affecting the Property will help to foster a more dynamic, livable, and vibrant downtown.

b. If Projects require relocation of displaced persons, a detailed relocation plan is required and will be prepared.

c. The Modified Plan conforms to the 2003 Billings and Yellowstone County Growth Policy and the City's Downtown Framework Plan.

d. The Modified Plan will afford maximum opportunity, consistent with the needs of the City as a whole, for the rehabilitation or redevelopment of the District by private enterprise.

e. A sound and adequate financial program is required for the financing of Projects, which program includes substantial private investment and financing and the sale and issuance by the City of Tax Increment Bonds in proportions yet to be determined, for the purpose of financing a portion of the costs of the Projects as set forth above.

f. Approved Projects will constitute urban renewal projects within the meaning of the Act and are authorized to be undertaken by the City.

2. Plan Adoption. The Modified Plan is hereby adopted and approved in all respects, including without limitation, the segregation and application of tax increments as provided in Sections 7-15-4282 through 7-15-4293 of the Act as provided therein. For purposes of allocating taxes according to the Act, the "prior assessed value" of taxable property within the Expanded North 27th Street District - 2008 is that value shown on the assessment rolls as of January 1, 2008.

3. Project Approval. Authorized Projects are hereby approved.

4. Bonds. This Council approves financing the costs of Urban Renewal Projects, or a portion thereof, with proceeds of the Bonds. The City is hereby authorized and directed to undertake activities and analysis ordinarily prerequisite to the issuance of tax increment urban renewal revenue bonds in a principal amount not to exceed $10 million for financing of the costs of Urban Renewal Projects or a portion thereof.

5. Conditional Commitment. The adoption of the Plan does not constitute a guarantee or a firm commitment that the City will issue the Bonds or undertake Projects. If, based on comments or information made available to or obtained by the City, it appears that the issuance of the Bonds or Projects is not in the public interest or consistent with the purposes of the Act, the City reserves the right not to issue the Bonds or undertake the Project.

7. Repealer. All resolutions, ordinances, and sections of the City Code inconsistent herewith are hereby repealed.

8. Severability. If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect the other provisions of this ordinance which may be given effect without the invalid provisions or application, and, to this end, the provisions of this ordinance are declared to be severable.

9. Effective Date. This Ordinance shall be in full force and effect from and after the date that is 30 calendar days after the date set forth below.

ADOPTED by the City Council of the City of Billings, Montana, on second reading this 8th day of December, 2008.

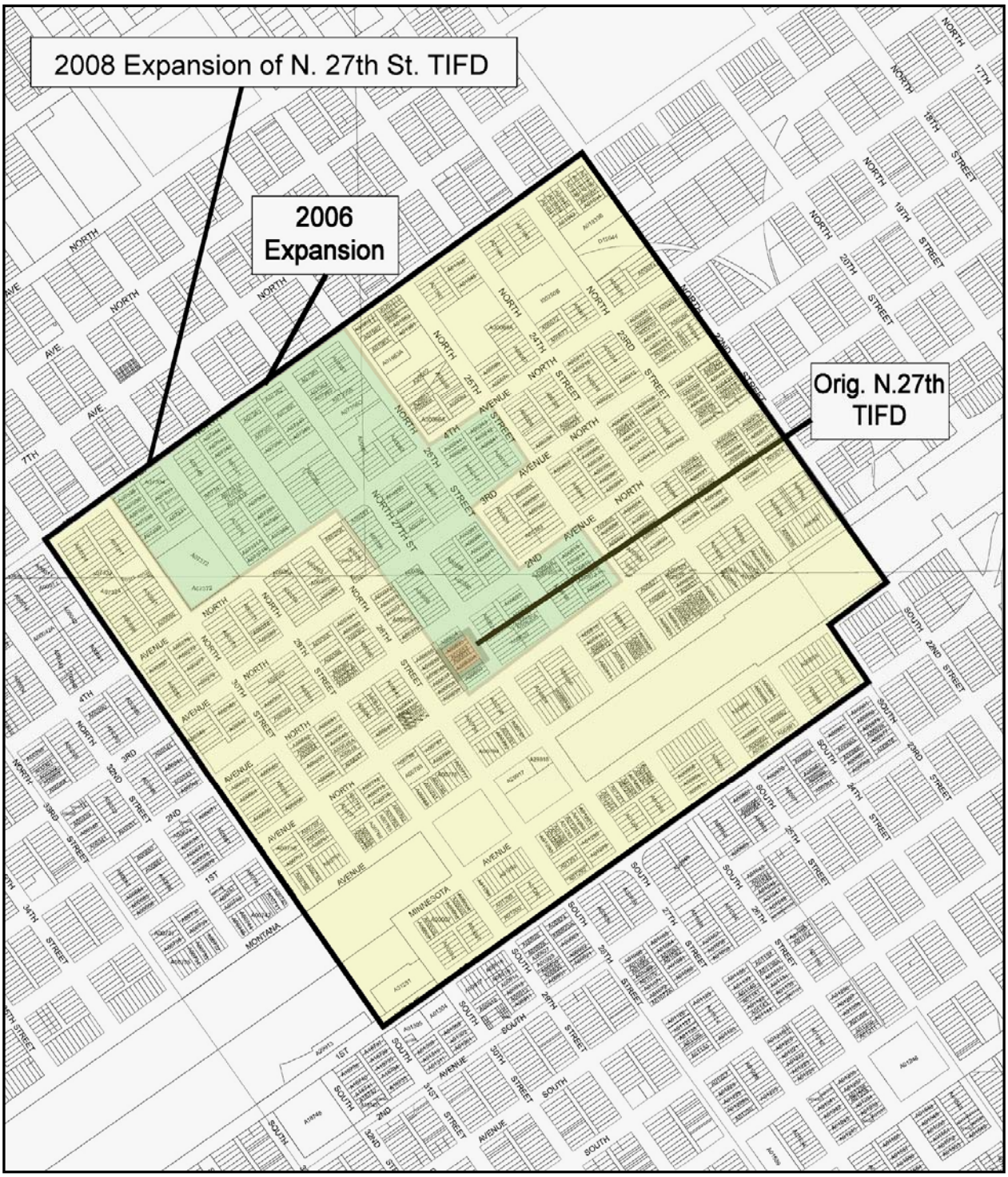
_____
Ron Tussing, Mayor

ATTEST:

_____
Cari Martin, City Clerk

ATTACHMENT 1

Expanded North 27th Street Urban Renewal District – 2008 Boundaries, Boundaries of the Extended N. 27th Street District (2006) and the Boundaries of the N. 27th Street District (2005)



ATTACHMENT 2

Expanded North 27th Street Urban Renewal District – 2008
Boundary Description

Beginning at a point at the intersection of the centerlines of 6th Avenue North and North 31st St. proceeding east along the centerline of 6th Ave. North to a point at the intersection of the centerlines of 6th Avenue North and N. 22nd Street proceeding south along the centerline of North 22nd Street, crossing the centrally assessed Burlington Northern Railroad property, to a point at the intersection of South 22nd Street and Minnesota Avenue proceeding west along the centerline of Minnesota Avenue to a point at the intersection of Minnesota Avenue and South 23rd Street proceeding south along the centerline of South 23rd Street to a point at the intersection of South 23rd Street and 1st Avenue South proceeding west along the centerline of 1st Avenue South to a point at the intersection of the centerlines of 1st Avenue South and South 31st Street proceeding north along the centerline of South 31st Street, crossing the centrally assessed Burlington Northern Railroad property, to the starting point at the intersection North 31st Street and 6th Avenue North encompassing all parcels and tax codes therein.

ATTACHMENT 3
Expanded North 27th Street Urban Renewal Area – 2008
Modified Plan

EXPANSION OF THE BILLINGS, MONTANA NORTH 27TH STREET URBAN RENEWAL AREA, WITH TAX INCREMENT, AND AMENDMENT TO THE URBAN RENEWAL PLAN

FOR CITY OF BILLINGS AND PLANNING REVIEW
October 14, 2008

Prepared by

Downtown Billings Partnership, Inc
2815 2nd Ave. North – Billings, MT 59101 – gregk@downtownbillings.com

SECTION 1 – INTRODUCTION

On July 11, 2005, the City Council adopted an ordinance that (a) created the North 27th Street District Urban Renewal Area ("North 27th Street District") and (b) adopted an urban renewal plan for the district. On November 13, 2006 the City Council adopted an ordinance that (a) expanded the North 27th Street District and (b) modified the urban renewal plan for the district. For reasons discussed in this Amendment to the Urban Renewal Plan of the North 27th Street District ("Plan"), it has been determined that the North 27th Street District should be expanded again to include other contiguous blighted properties in need of redevelopment. Further, it has been determined that this area, known as the Central Business District of Billings, has been and is in need of expanded public parking, enhanced pedestrian connections and experiences, improved public safety, and infrastructure improvements to public and private properties that will lead to increased taxable values. The existing urban renewal plan may be modified by ordinance in accordance with the procedure described in M.C.A. § 7-15-4221. The Urban Renewal Plan of the North 27th Street District approved by the City Council on July 11, 2005 and modified on November 13, 2006 is hereby included by reference as part of this amended Plan and shall remain applicable hereto except to the extent the original plan is explicitly or impliedly amended by this Plan. It is recognized as part of this Plan that the basic vision of the document known as Downtown Billings Framework Plan, adopted by the Billings City Council on December 22, 1997 and by the Yellowstone County Commissioners on December 23, 1997, is still valid and should be considered a part hereof. The terms defined in "Part I – DEFINITIONS" of the North 27th Street District Plan shall have the same meanings in this Plan unless a contrary meaning is expressed herein. The expanded district proposed in this Plan is hereafter referred to as the Expanded North 27th Street District - 2008 or the "District."

SECTION 2 – BACKGROUND

The original Downtown Redevelopment District, a downtown tax increment finance district, was created on December 20, 1975 by a resolution which cited hazardous conditions existing in the district due to overhead utility wires, inefficient land use, problems of access and circulation, physical constraints to development, random location of mixed uses and deteriorated building

conditions, and found that rehabilitation and redevelopment of the District would be in the public interest. That original district (hereafter "1975 District") comprised one hundred and twenty four (124) blocks in the city center after the 1985 south expansion and the 2004 east expansion. The 1975 District expired March 1, 2008 but the Urban Renewal Plan and the Framework Plan used for that district, in many parts and in relation to this District remain valid.

Because the 1975 District has terminated, but many of the undesirable conditions continue to exist, it was determined that it would be in the best interest of the City to expand the North 27th Tax Increment District to assist the construction of public improvements, stabilize and grow the tax base, increase the parking inventory, increase the inventory of downtown residential property, stimulate multi-use development ("Multi-Use Facility Projects"), fill street level vacancies, provide expanded security, develop safe event locations with appropriate traffic control devices, expand the Business Improvement District, make modifications to street and intersection lighting, increase traffic calming and reduce the noise in the district through Quiet Zone management and further implement the vision of the Downtown Framework Plan.

Currently, there is a need to expand the North 27th Street District to encompass development needs on the North 27th Street corridor, the North Broadway corridor, the Old Town Neighborhood and the Montana Avenue Historic District (including expansion of the Historic District to include areas south of the railroad tracks), the Civic District, areas adjacent to the Medical Corridor, adjacent to the East Billings Urban Renewal Area and other underutilized properties within the Central Business District of Billings. Although there has been significant improvement in the valuation of property in much of the 1975 District, the area defined by this proposed expanded tax increment district has major properties that have been neglected for many years and continue to show signs of serious blight and tax base decline. Many parcels have been removed from the tax rolls and/or are delinquent on payments of taxes and fees. The Expanded North 27th Street District creates an opportunity to continue redevelopment of the center of downtown with a mixture of public and private investment in a roughly seventy-one-square-

block district (just over half of the size of the 1975 expanded district) encompassing the existing North 27th Street District.

The area has several pockets of low taxable value, with several lots of the land being owned by government and other non-profit entities and several buildings that are over 50% vacant.

The creation of the Expanded North 27th Street District is essential to any planned development at 4th Avenue North and North Broadway, redevelopment of the vacant Northern Hotel, improving security and expanding the clean safe and vibrant programs of the Business Improvement District, continuing redevelopment of the Civic Plaza area, developing the boundary areas of the Medical Corridor and the East Billings Urban Renewal Area, and expanding the Historic District. It could also assist with the essential remodeling of the Northern Hotel, the Babcock Theatre, the Westwood Building, the Lincoln Hotel Building. Public infrastructure construction within this expanded District could assist with the renovation and/or relocation of various City facilities, such as the public library. It is currently expected that the expanded North 27th Street District may help fund the following projects:

I. Business Programs and Projects

a. Business Retention
    i. Targeted assistance and review of existing street level businesses
    ii. Retail market survey
b. Business Recruitment
    i. Development of a "chainlet" network
    ii. Business plan development assistance
    iii. Association networking
    iv. Business Improvement District support
    v. Business cluster analysis
    vi. Pedestrian study
        1. demographics
        2. directions
        3. linkages
        4. destinations
        5. wayfinding

II. Parking and Transportation

a. Increase use of public transit
b. Parking structures to support current and future needs

c. Explore parking linkages to adjacent destinations
d. Explore parking management practices and programs
    i. Off street parking
    ii. On street parking

III. Crime Prevention and Public Safety

a. Cooperative Security Program
b. Business Watch Program
c. Crime and Fraud prevention programs
    i. Geared towards street level businesses

IV. Management, Implementation and Maintenance

a. Downtown Billings Partnership, Inc. or its successor, management agreement
    i. Project development
    ii. Public awareness
    iii. Advocacy and liaison between public and private sectors
b. Business Improvement District expansion and development
    i. Cooperative work agreements with PMDs
    ii. Development and promotion of Conference Corridor
    iii. BID expansion
    iv. "Green" Management
        1. Recycling programs
        2. Tree management

V. Infrastructure Improvements

a. Public
    i. Expansion of Historic District
    ii. New Library
    iii. New Planning Department Offices
    iv. Public Parking and Greenspace
    v. Intersection Lighting by Public Works
    vi. New SILMDs for mid-block lighting
    vii. Streetscapes and traffic calming plans
    viii. Sidewalks, curbs and gutter improvements
        1. stabilization of vaults
    ix. Relocation of public and private utility lines
b. Public infrastructure improvements that would support the following development projects/programs
    i. Workforce housing development
    ii. Loft and Condo development
    iii. Lodging development
    iv. Conference Facilities

v. Entertainment venues

SECTION 3 – SUMMARY OF BLIGHT FINDINGS

The area in the proposed expansion of the North 27th Street District contains a great deal of blight. Within the district there is substantial structural deterioration, long-term land vacancy, a railroad spur line that has been abandoned and a major rail line that continues to divide the Central Business District. Several of the commercial buildings in the district are deteriorated and/or vacant and need demolition or renovation. Many of the storefronts and upper floors are vacant or under-occupied. Sidewalks are cracked; alleys are deteriorated, and, in general, much of the area is below accepted standards. In contrast to the above, there are certain properties within the district in good repair but included in the district to allow for a contiguous block of land within the district and because pockets of revitalization cannot be sustained if areas of neglect and blight surround them. Over time, without continued managed urban renewal, even these success stories will once again decline in taxable value. Most of the district falls into the blighted, neglected and under-utilized categories.

SECTION 4 – DESCRIPTION OF BLIGHTED AREA

The expanded urban renewal area described in this amended Plan incorporates most of the Central Business District. Within the district there are several older, single-story structures that have been retrofitted for offices and warehousing, numerous surface parking lots, and several vacant structures. Many of these structures are unsuited to their current uses because of age obsolescence and physical deterioration.

Montana‘s Urban Renewal Law (Montana Code Annotated Title 7, Chapter 15, Parts 42 and 43) provides the authority to declare the existence of blighted areas and to target them for improvements. “Blighted area” is defined in Section 7-15-4206(2), M.C.A., as follows:

> *[A]n area that is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime; substantially impairs or arrests the sound growth of the city or its environs; retards the provision of housing accommodations; or constitutes an economic or social liability or is detrimental*

or constitutes a menace to the public health, safety, welfare, and morals in its present condition and use, by reason of:

- *(a) the substantial physical dilapidation; deterioration; defective construction, material, and arrangement; or age obsolescence of buildings or improvements, whether residential or nonresidential;*
- *(b) inadequate provision for ventilation, light, proper sanitary facilities, or open spaces as determined by competent appraisers on the basis of an examination of the building standards of the municipality;*
- *(c) inappropriate or mixed uses of land or buildings;*
- *(d) high density of population and overcrowding;*
- *(e) defective or inadequate street layout;*
- *(f) faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
- *(g) excessive land coverage;*
- *(h) unsanitary or unsafe conditions;*
- *(i) deterioration of site;*
- *(j) diversity of ownership;*
- *(k) tax or special assessment delinquency exceeding the fair vale of the land;*
- *(l) defective or unusual conditions of title;*
- *(m) improper subdivision or obsolete platting;*
- *(n) the existence of conditions that endanger life or property by fire or other causes; or*
- *(o) any combination of the factors listed in this subsection (2).*

The land being added to the Plan area includes 405 (Exhibit A) property tax codes plus a segment of centrally assessed BN Railroad property. The complete, expanded Urban Renewal Area will have 481 property tax codes plus the segment of BN Railroad property. Within that total area, and as noted in the 2006 approved Urban Renewal Plan, there are many "target areas" that should be immediately considered for redevelopment. The properties on N. Broadway between 4th Avenue North and 6th Avenue North will need additional parking to facilitate the construction of a Stockman Bank facility. The area adjacent to the Northern Hotel on North Broadway is in need of parking due to the closure of the privately owned parking structure in that area due to unsafe and blighted conditions of the structure. The area east of the Yellowstone County Courthouse Lawn is targeted for a new federal courthouse and will need additional parking and green spaces. The area between the new MET transit facility on N. 25th Street and to the east boundary of the East Billings Urban Renewal Area (N. 22nd Street) is in need of redevelopment that could include workforce housing and parking. The status of the Battin Federal Courthouse is still unclear. The facility is contaminated with asbestos and is destined to become vacant with the completion of a new federal courthouse and office building. This

vacancy will present a redevelopment opportunity in the near future. The area surrounding City of Billings Park IV contains many surface parking lots that could be developed if Park IV is sold to a private developer. This area lacks high-rise housing with mixed use occupancy on the first floor. The future use of the Lincoln Center is unclear and it could be a redevelopment opportunity if the school district ceases its administrative and continuing education functions in the building. The properties on 1st Ave. S. and Minnesota Avenue are not currently in a Historic District and values remain stagnant as compared to the Montana Avenue area. The redevelopment of the south side of the railroad tracks has not kept up with the redevelopment north of the tracks and should be a target area. Several properties located between Montana Avenue and 1st Avenue North are severely underutilized and in need of redevelopment. Without attention to some of this blight, over time, the value of the Montana Avenue redevelopment will most likely be negatively impacted.

SECTION 5 – DETERMINATION OF BLIGHT

The proposed expansion area of the North 27th Street District contains a number of underdeveloped properties. The Council previously determined that the property included in the North 27th Street District was "blighted" within the meaning of the Act in Resolution 05-18276 adopted June 13, 2005 and Resolution 06-18488, adopted September 25, 2006. The Redevelopment Area, including the portion that is to be expanded to form the Expanded North 27th Street District - 2008, was previously determined to be blighted and an appropriate area for an urban renewal project in Resolution No. 12107 dated January 5, 1976. Deficiencies in public and private properties located in the district lead to a determination that the area continues to be blighted, as defined by state statute. Specific areas of blight on the site are listed below:

Deficient Structures in Expanded Area

There are several buildings that are over 50 years in age and do not qualify as being historically significant. Many are in poor repair and may contain potentially hazardous asbestos and lead paint.

Deficient Public Facilities in Extended Area

The streets, curbs, gutters and sidewalks in much of the area are in satisfactory repair. However, sewer and water utilities in the area are aging and have required frequent repairs in recent years. Several parking lots generally do not meet code requirements for paving, striping and landscaping. Many of them are cracked and crumbling. The city owned parking ramps within the area, except for Park IV have extensive "waiting lists" and public parking for adjacent office and commercial structures continues to be inadequate. Demand for parking will continue and additional and expanded parking structures will be required to accommodate commercial growth.

Deficient Land Use in Extended Area

In general, the area is under-utilized due to the significant amount of surface parking areas and a large number of single-story structures. The taxable value of this district must be stabilized and encouraged to grow.

SECTION 6 – THE SITE AND ITS RELATIONSHIP TO THE CITY

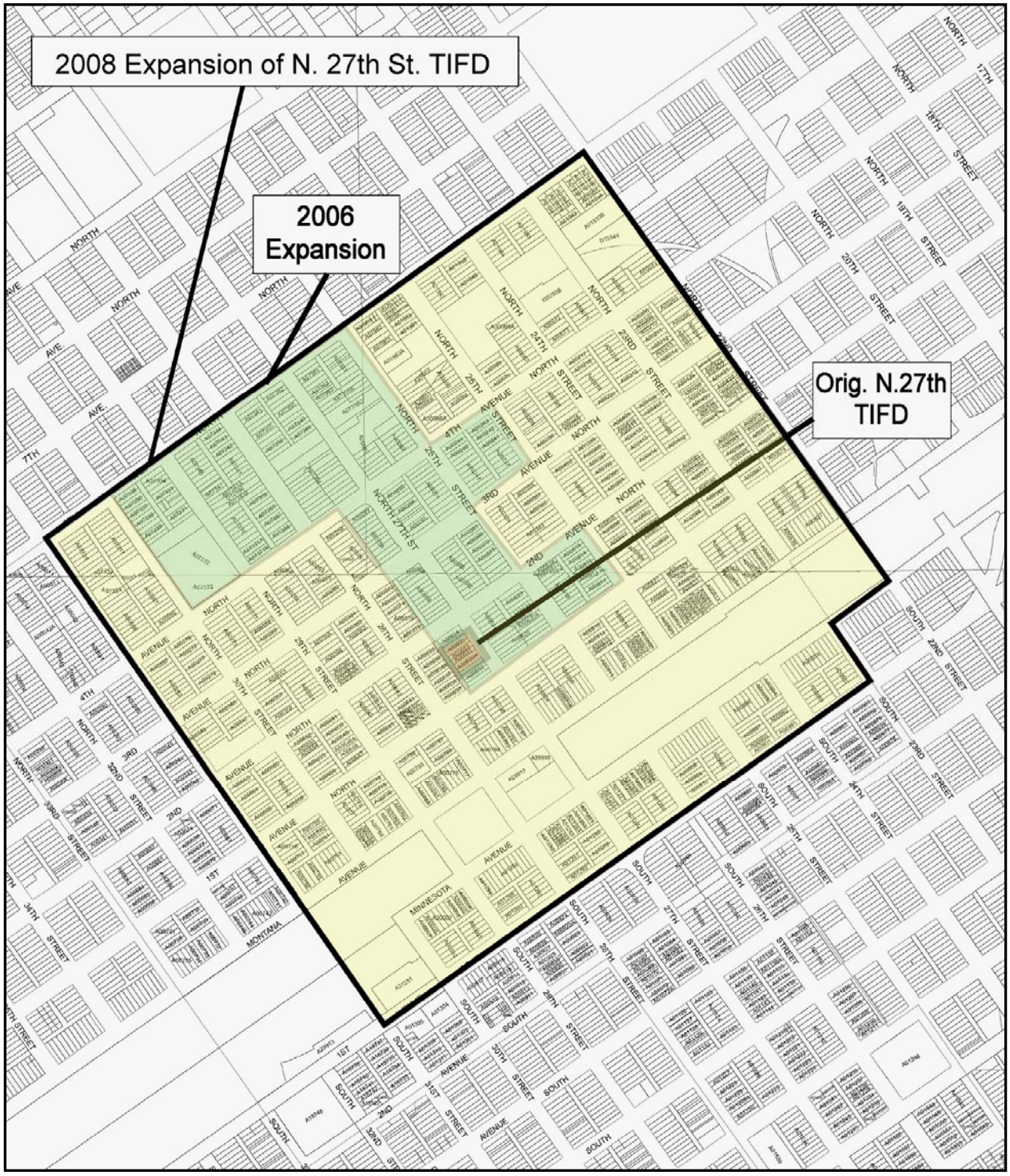
As noted, the expanded North 27th Street Urban Renewal Area comprises most of the Central Business District (CBD) of the City of Billings.

SECTION 7 – LEGAL DESCRIPTION

The legal description of the proposed Expanded North 27th Street District – 2008 is as follows:

Beginning at a point at the intersection of the centerlines of 6th Avenue North and North 31st St. proceeding east along the centerline of 6th Ave. North to a point at the intersection of the centerlines of 6th Avenue North and N. 22nd Street proceeding south along the centerline of North 22nd Street, crossing the centrally assessed Burlington Northern Railroad property, to a point at the intersection of South 22nd Street and Minnesota Avenue proceeding west along the centerline of Minnesota Avenue to a point at the intersection of Minnesota Avenue and South 23rd Street proceeding south along the centerline of South 23rd Street to a point at the intersection of South 23rd Street and 1st Avenue South proceeding west along the centerline of 1st Avenue South to a point at the intersection of the centerlines of 1st Avenue South and South 31st Street proceeding north along the centerline of South 31st Street, crossing the centrally assessed Burlington Northern Railroad property, to the starting point at the intersection North 31st Street and 6th Avenue North encompassing all parcels and tax codes therein, all inclusive.

Map of entire Expanded N. 27th District



SECTION 8 – PROPERTY DEVELOPERS

New development in the proposed tax increment district will also be accomplished through the implementation of the Downtown Framework Plan. These Projects are described in Section 2 of this plan.

SECTION 9 – PROJECT RELATIONSHIP TO THE FRAMEWORK PLAN

The proposed urban renewal area and expanded tax increment district is located generally in the center of the City and encompasses most of the "districts" as defined by the Billings Framework Plan ("Framework Plan"). One goal of the Framework Plan was to remove barriers to downtown circulation and development created by 4th Avenue North and 6th Avenue North and establish the area between the avenues as both a discreet district and a recognized extension of the CBD, thereby allowing potential ties to the medical corridor and MSU-Billings from the CBD. Generally, the Framework Plan stressed the downtown's ability to make a positive impact on the entire city. The Framework Plan also recommended a private non-profit organization to assist the City of Billings with the management of the Tax Increment District through an annual work plan and contract. This Expanded N 27th Street District may be managed in a similar manner and could make use of the redevelopment and facilitation established through that management entity.

Framework Plan Recommendation: Housing

The Framework Plan states that housing should be a top priority and that the City should continue to work with builders and developers to encourage downtown housing through various methods. Specifically, the plan states that high-rise housing is to be located in the east transition zone and portions of the north transition zone.

The formation of an expanded tax increment district will help to raise funds that can be used for construction or rehabilitation of public infrastructure necessary to attract and retain housing in the area.

Framework Plan Recommendation: Priorities

The top priorities identified in the Framework Plan include the following:

- Development incentives, including business retention and recruitment
- Housing – demonstration projects
- Streetscape Kit of Parts – expand kit to include Minnesota Avenue
- Events Kit of Parts – Modern and safer traffic control devices may be needed
- Paring configuration adjustments – several one-way streets could be converted to 2-way
- 5th Avenue North Corridor preservation and enhancement

This amendment to the Plan and the urban renewal projects that it contemplates specifically address all six of these priorities.

SECTION 10 – CONFORMANCE TO THE GROWTH POLICY

One of the requirements of Montana's Urban Renewal Law (Title 7, Chapter 15, Parts 42 and 43) is that the urban renewal plan must conform to the community's growth policy. The Yellowstone County and City of Billings Growth Policy ("Growth Policy") refers to and promotes downtown redevelopment in a variety of ways. This amendment to the Plan is consistent with the current Growth Policy.

SECTION 11 – CERTAIN PLAN FEATURES AND FINANCIAL MATTERS

Section 7-15-4217, M.C.A., of the Act requires cities to make certain findings when they adopt an urban renewal plan and approve Urban Renewal Projects. These are addressed below:

1. Most of the District contains no existing dwelling units or housing, and planned projects would not displace any persons from housing. Accordingly, there is no need to have a workable and feasible plan for substitute housing until and unless such a project is developed in the future.

2. This amended Plan conforms to the Growth Policy for the City as a whole and to the

Framework Plan.

3. This Modified Plan affords maximum opportunity, consistent with the needs of the City as a whole, for the rehabilitation or redevelopment of the Expanded North 27th Street District by private enterprise. It is unreasonable to expect that the district will be remain stabilized and/or redeveloped without substantial public support. Numerous properties within the area are dilapidated. As presently constituted, property in the district is not conducive to any sort of uniform or integrated development and, as presently existing, cannot compete with other areas of the City for substantial developments, particularly areas at the outskirts of the City. Experience has validated the foregoing facts and observations. This amended Plan is intended to facilitate the identification and construction of significant Urban Renewal Projects, which would not be possible without this Plan.

4. A sound and adequate financial program exists for financing projects, which include the sale and issuance by the City of the Bonds in an amount not to exceed the costs of the project, including administration costs and costs of issuance of the Bonds. Any approved Development Project will require commitments of substantial private financing that will provide the primary means for funding construction of the improvements.

5. This Expanded N. 27th Street District - 2008 may be modified at any time by the City Council as necessary to eliminate and prevent the development or spread of blighted areas, and encourage urban rehabilitation. The process for plan modification shall follow the procedures set forth in 7-15-4212 through 7-15-4219 MCA, with respect to initial adoption of this plan. For purposes of urban renewal district boundary changes only, the notice of public hearing, as described in 7-15-4215 MCA, may be mailed only to those owners whose properties are situated within the area of expansion or contraction of the Urban Renewal District boundaries. In cases where the boundaries are not modified, but the contents of the urban renewal plan are substantially modified, notification shall be mailed to all owners of property within the Urban Renewal District area.

SECTION 12 – TAX INCREMENT

Tax increment financing is necessary to encourage private reinvestment within the District, which will further encourage economic growth in the District and Downtown Billings, create substantial employment opportunities, and increase the tax base of the City and other taxing jurisdictions. The expanded North 27th Street District is hereby established as a tax increment financing urban renewal area within the meaning of the Act, and, in particular, Section 7-15-4282 through 7-15-4293 of the Act. This Section constitutes a tax increment provision within the meaning of the Act. In connection therewith:

1. For the purpose of calculating the incremental taxable value each year for the life of the district, the base taxable value shall be calculated as current base taxable value of the district plus the base taxable value of all real and personal property added to the district by this amended plan and as show in Exhibit B as of **January 1, 2008.**

2. The City is hereby authorized to segregate the tax increment derived in the district and use and deposit such increment into the tax increment fund of the district for use as authorized by the Act and as authorized herein from time to time, including, without limitation, pledging the tax increment to repayment of Bonds.

3. The tax increment received from the district may be used to pay directly costs of an approved Development Project as may from time to time be approved by the Council. The Council also hereby authorizes the use of tax increment in the district to pay debt service on Bonds issued to finance a portion of the costs of these Development Projects, and costs associated with the sale and security of such Bonds in compliance with the Act, subject to any limitations imposed by the Montana Constitution and federal law.

4. The tax increment provision of the district will terminate upon the latter of:
   a. The fifteenth (15th) year following the original creation of the district; or
   b. The payment or provision for payment in full or discharge of all Bonds, and the payment of interest thereon, for which the tax increment has been pledged.

After termination of the tax increment provision, all taxes shall continue to be levied upon the actual taxable value of the taxable property in the district, but shall be paid into funds of the taxing bodies levying taxes within the district.

SECTION 13 – CONCLUSIONS

The creation of this expanded North 27th Street Urban Renewal District will have a positive impact on Downtown Billings and no impact on the total taxable value flowing to the taxing entities from the now expired 1975 Urban Renewal District.

Expansion of the North 27th Street District is an essential first-step in completing what may be a number of urban renewal projects. If completed, mixed use projects approved within the first two years could stimulate over $30 million in new construction, and possibly as much as $15 million in re-sales and redevelopment. Approximately 500 new employees and new downtown residents could be located on the commercial and upper floors of possible mixed use projects. Thus, expansion of the district, in addition to further stabilizing the tax base, eliminating blight and providing renaissance to the CBD, will also bring new employees and residents to the CBD.

Mixed use development within the Expanded District ties in favorably with and actually stimulates the remodeling plans that are currently underway for several downtown properties. Additionally, like any major new development, the anticipated Stockman Bank construction at 4th Avenue North and North Broadway will have a stimulating effect on the surrounding area. Specific examples of this are:

1. It will tie the CBD to the medical corridor located immediately to the north of the development.
2. The Billings Clinic has purchased the Underriner property to the north and west of the Library. The Clinic's plans at this point have not been determined; however, the development proposed in this amended Plan will enhance and encourage future development by this group.

3. The Framework Plan encourages the development of the 5th Avenue North corridor. An enhanced Library, as accomplished by projects described in this Plan, will provide an excellent entrance to this corridor.
4. Future redevelopment and revitalization of structures like the Northern Hotel and the Babcock Theatre Building are enabled by this district.
5. This expanded district may assist with the completion of and continued modernization of City owned downtown parking structures.

In conclusion, expansion of the North 27th Street Urban Renewal District to include the property described in this amended Plan will have a positive effect on the CBD and the City.

RESOLUTION NO. 18-10750

A RESOLUTION OF THE CITY OF BILLINGS FORMING A POLICY FOR THE ADMINISTRATION OF URBAN RENEWAL AREAS OR DISTRICTS (URD) IN THE CITY.

WHEREAS, MCA, Title 7, Chapter 15, Part 42, Section 51 declares: General powers of municipalities in connection with urban renewal. Every municipality shall have all the power necessary or convenient:

(1) To carry out and effectuate the purposes and provisions of this part and part 43;

(2) To undertake and carry out urban renewal projects within the municipality, to make and execute contracts and other instruments necessary or convenient to the exercise of its powers under this part and part 43, and to disseminate blight clearance and urban renewal information;

(3) To organize, coordinate, and direct, within the municipality, the administration of the provisions of this part and part 43 as they apply to such municipality in order that the objective of remedying blighted areas and preventing the causes thereof within such municipality may be most effectively promoted and achieved and to establish such new office or offices of the municipality or to reorganize existing offices in order to carry out such purpose most effectively;

(4) To exercise all or any part or combination of powers granted in this part or part 43; and

WHEREAS, the City of Billings reviews and adopts Urban Renewal Plans for each of its Urban Renewal Districts, and those Plans specify goals for each Urban Renewal District; and

WHEREAS, the City of Billings may establish local policies that guide the establishment, operations, funding and governance of urban renewal districts; and

WHEREAS, development of TIF (Tax Increment Financing) Policies would be in the best interest of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA:

That the City Council now makes and adopts the following TIF Policy:

CITY OF BILLINGS TAX INCREMENT FINANCE POLICY

1. PERMITTED USES OF TIF FUNDS. TIF funds may be used for costs outlined in MCA, Title 7, Chapter 15, Part 42, Section 88. Urban Renewal Plans adopted by the City may limit what TIF funds may be spent on in any Urban Renewal District. Eligible costs may include, but are not limited to:
   a. Land acquisition and assemblage, demolition and removal of structures, relocation of occupants, analysis to determine needs of an urban renewal area, administrative cost for redevelopment activities.
   b. Public infrastructure, including, but not limited to: streets, storm drains, parking, public buildings, water and sewer lines, sidewalks, utility connections.
   c. Private infrastructure with public benefit, including, but not limited to, building façades, windows, doors, fire suppression or alarm systems, storm drainage, environmental remediation, parking, and ADA access.

2. FINANCIAL ASSISTANCE THROUGH TIF. All financial assistance must be approved by the City Council prior to any activity receiving funding. Financial assistance should be requested prior to beginning construction. All activity (design and construction) must be completed prior to issuance of TIF funds from the City Finance Department. Financial thresholds and assistance tools are as follows:
   a. A minimum of $\geq$ $5 of private investment for every $1 of public investment is the preferred threshold to be met for each TIF application. The City Council reserves the right to approve any application that does not meet this minimum. The City Council also may make exceptions for projects of less than $100,000, and for publicly owned projects, properties or facilities.
   b. Grants may be made for uses listed in Part 1 above benefitting any government owned-land or buildings and for profit and non-profit businesses.
   c. Bonding may be available at the discretion of the City Council.
   d. All TIF grants will be formalized by a development agreement that must be signed by the grantee before the City will reimburse eligible expenses.

3. URD MANAGEMENT. Each URD in the City of Billings will be managed as follows:
   a. Each URD should maintain a non-profit advisory board to make recommendations to the City Council regarding TIF expenditures. Unless specifically authorized by a Memorandum of Understanding (MOU) referenced in 3(b) below, a majority of board members must own or lease property within the district, or must represent such owner or lessee, and may include representation from residential or commercial property owners or lessees. Advisory Boards must carry insurance for their members and provide proof of insurance to the City.
   b. A MOU must be executed between the advisory board and the City Council that defines the board's roles, responsibilities, authority, and processes, including for hiring and maintaining board support staff. The MOU must

contain language addressing conflict of interest situations for board members whose property may directly benefit from a TIF expenditure and for board support staff. The MOU also must include language that if there is the appearance of a conflict of interest the issue will be reviewed by City legal staff before moving forward.

c. Training for all URD advisory boards will be conducted biannually in coordination with City staff and URD support staff. The training must include, but is not limited to: review of URD and TIF laws, Administrative Rules, ethics, conflicts of interest, meeting management, and maintenance of minutes and records.

d. URD financial reporting will be consistent across all URDs and be set by coordination between the City Finance Director and the Planning and Community Services Director, and URD support staff.

e. TIF application review and City Council staff report preparation will be conducted by the Planning and Community Services Department Director, in coordination with the Assistant City Administrator, Finance Director, and URD support staff.

PASSED by the City Council and APPROVED this 9th day of July, 2018.

CITY OF BILLINGS

BY: William A Cole
William A. Cole, Mayor

CITY OF BILLINGS SEAL YELLOWSTONE COUNTY, MONTANA

ATTEST

BY: Denise R. Bohlman
Denise R. Bohlman, City Clerk

City Council Regular

Date:	07/11/2022
Title:	EBURD Tax Increment Assistance - 1523 Montana Avenue - Yellowstone Ice and Water Plant
Presented by:	Wyeth Friday
Department:	Planning & Community Services
Presentation:	Yes
Legal Review	Not Applicable

RECOMMENDATION

The Billings Industrial Revitalization District (BIRD) Board of Directors recommends the City Council approve up to a maximum reimbursement of $622,195 from the EBURD tax increment finance district funds to J&S Properties to assist in the redevelopment of property for a new Yellowstone Ice and Water plant at 1523 Montana Avenue. Actual reimbursement will be based upon 100% of the actual costs incurred for qualified expenses for the improvements made to property subject to the following conditions:

1. The Applicant shall sign a development agreement with the City of Billings and BIRD within 180 days of City Council's approval.
2. The funds would be distributed in three equal amounts of $207,389 over the three fiscal years following the approved project's completion.
3. This TIFD reimbursement is the maximum that can be received pending satisfactory submission of all paid invoices showing the completion of expenditures related to this project.
4. If funds are not available, reimbursement can be carried over to the next fiscal year.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The Billings Industrial Revitalization District (BIRD) Board of Directors is presenting this recommendation to the City Council for allocating $622,195 in tax increment finance funds (TIF) from the East Billings Urban Renewal District (EBURD) to provide financial assistance to J&S Properties for redevelopment of property to house a new Yellowstone Ice and Water plant at 1523 Montana Avenue.

This is the second phase, and second TIF funding request, for relocation and expansion for Yellowstone Ice and Water. The Council approved $63,085 in EBURD TIF funds in April 2021 for the first phase of this business relocating and building new facilities on this block between Montana Avenue and 1st Avenue North. The first TIF grant assisted in demolition, removal and replacement of asphalt, sidewalk construction, and engineering and architectural design work to support relocation of the offices. The overall plan was for Yellowstone Ice and Water to relocate its retail operations and then relocate its manufacturing facilities to the southern half of the property off of Montana Avenue. This second TIF request is to support completion of the plant relocation. The applicant for this phase is requesting TIF funding to assist in demolition, street improvements, sidewalk construction, utility work, landscaping and fencing, reclaimed ice water irrigation system, and architectural design and permitting work for the project. The total project development costs for this phase of the project for the facilities and site is estimated at $4,656,090. The total project is estimated at $8,037,714 as noted in the TIF application. The estimated difference in cost between the facility and site portion of the project and the total project cost is in the new and expanded equipment the new ice plant would utilize for ice production. For the purposed of this TIF application, the equipment is not part of the project total or under consideration.

The BIRD Board's recommendation of $622,195 toward the improvements results in about a 7.5 to 1 ration of private investment to public investment. The BIRD Board noted several reasons for its support of the project:

- This work is part of the larger project that will redevelop more than half of a city block with both offices and the manufacturing facility
- The Montana Avenue frontage of the property is lacking in infrastructure and landscape improvements, including pedestrian walkways and streetscape in this area that need to be brought up to City standard.
- The new ice and water plant will add capacity and efficiency to the production process and make Yellowstone Ice and Water the largest regional producer and distributor of ice and water in a 500-mile radius. Having this scale and caliber of manufacturing in the EBURD aligns closely with the goals of the EBURD Urban Renewal Plan and efforts to redevelop vacant and underutilized property in the District.
- With the redevelopment of this area, there will be a significant return on the taxable value of these properties

The expenses for the demolition work, removal and replacement of asphalt, sidewalk construction, and engineering and design work recommended by the BIRD Board are eligible as per Section 7-15-4288 (See BIRD Board Recommendation attached) and Section 7-15-4233. The project also is in alignment with the EBURD Urban Renewal Plan under its Business Programs and Projects goal (See page 3, item I of the Urban Renewal Plan Attached), and the EBURD Master Plan's principles of fostering economic growth, and ensuring industrial operations continue. Reuse and improvement of this property in the EBURD to facilitate Yellowstone Ice and Water's continued expansion in the community aligns well with the urban renewal efforts of the City and the EBURD.

The BIRD Application Review Committee reviewed the application on May 18 and made a recommendation of approval to the BIRD Board. The BIRD Board of Directors voted at its meeting on June 6 to recommend funding of this application to the City Council. This process and action of the BIRD is under its authority per the Memorandum of Understanding between the City of Billings, Big Sky Economic Development, and the BIRD, Inc. approved by the City Council on May 13, 2019.

ALTERNATIVES

The City Council is the final authority in disbursing TIF funding. This proposed use of TIF funds conforms to the City's TIF Policy and aligns with the EBURD Urban Renewal Plan and Montana Code for urban renewal projects and programs. The City Council may:

- Approve the recommendation from the BIRD Board for the expenditure of these TIF funds, or;
- Modify and approve the recommendation from the BIRD Board for the expenditure of these TIF funds
- Disapprove of the recommendation from the BIRD Board for the expenditure of these TIF funds.

FISCAL EFFECTS

The request is for a total of up to a maximum of $622,195 to be reimbursed to J&S Properties only upon completion of the work and submittal of the invoices for the cost incurred. The reimbursement is being recommended to be distributed in three equal installments over the three fiscal years following the completion of the project. This payment over three years is important as the EBURD's annual available increment is currently about $280,000 to $300,000. So, while an annual payment of about $207,000 for this project would take a significant amount of the available increment, it falls within the budget. As provided in the attached BIRD Board Recommendation, the annual taxable value for the property will significantly increase with development of this project and increase the annual tax increment to the District over time. It is expected that this expenditure would not begin to impact the EBURD budget until FY24.

Attachments

J and S Properties Application
BIRD Application Transmittal Letter to City Council
BIRD Board Application Analysis
Site Location Aerial
Site Photos
EBURD URD Plan
City TIF Policy

BIRD
Billings Industrial Revitalization District

City of Billings
East Billings Urban Renewal District

Urban Renewal Assistance Information and Application

Effective: **January 11, 2021**

To receive maximum funding all applications must be submitted to the BIRD and approved by the CITY prior to the start of construction. If applications are submitted after the commencement of construction the amount of funds to be awarded will be discounted or denied.

Billings Industrial Revitalization District Inc. (BIRD)
1413 4th Ave N, Suite C
Billings, MT 59101
406.272.4321

TAX INCREMENT FINANCING APPLICATION PROCESS FOR POTENTIAL PUBLIC INFRASTRUCTURE ASSISTANCE VIA A DEVELOPMENT AGREEMENT AND POSSIBLE ISSUANCE OF TIFD BONDS

IMPORTANT: The material below outlines the Tax Increment Financing (TIF) application process and Development Agreement and the responsibilities of the person or firm requesting TIF fund assistance (hereinafter known as APPLICANT) and the Billings Industrial Revitalization District, Inc. (hereinafter known as BIRD). Please review this information carefully before submitting the application or finalizing your development plans. Incomplete applications will be returned.

INTRODUCTION

The BIRD is responsible for advising the Billings City Council (hereinafter known as CITY), of the East Billings Tax Increment District, pursuant to Montana Urban Renewal Law (Title 7 Chapter 15 part 4288 Montana Code Annotated). TIF is an important element of the program as it provides a means to finance public urban renewal activities that assist and enhance private development within the district. A TIF program operates by first establishing a base year taxable value for all properties within the urban renewal district. Property taxes continue to be paid to all taxing jurisdictions on the basis of the base year valuation. All increases in property taxes above this base valuation due to new development or reappraisals are assigned to the TIF District (TIFD.) They are then invested in district revitalization activities. Consideration of TIFD assistance is available to private land owners for public infrastructure components of construction projects within the boundaries of the East Billings Urban Renewal District (EBURD).

ELIGIBLE ACTIVITIES

The TIF may be used to finance certain urban renewal activities. The BIRD will review applications and make recommendations to the CITY for assistance to projects eligible under this statute. Requests are evaluated on criteria outlined in the "Criteria for Review" section. Special emphasis will be placed on those projects that exemplify the EBURD Master Plan. This plan is available for download at the BIRD website: **www.billingsbird.com**

Projects requesting TIFD funds should eliminate blight where development will contribute to increased tax revenue for the TIFD that improve the aesthetics, character, safety and/or quality of life in the area.

This application is intended for eligible increment generating projects. All requests for TIFD funds are subject to approval by the CITY and TIFD fund availability.

Examples of TIF-Eligible Public Infrastructure Improvements

	MCA Statue
Demolition and abatement of structures and removal of blight	7-15-4288 (2)
Relocation of residents from building to be raised	7-15-4288 (3)
Sidewalks, Curbs, Gutters	7-15-4288 (4)
Public Utilities - Water, Wastewater, Storm Water	7-15-4288 (4)
Private Utilities - Electrical, Natural Gas, Telecommunications, Fiber Optic	7-15-4288 (4)
Intersection Signals & HAWK Crossings	7-15-4288 (4)
Street & Alley Surface Improvements	7-15-4288 (4)
Crosswalks	7-15-4288 (4)
Landscaping	7-15-4288 (4)
Green Space & water ways	7-15-4288 (4)
Improvement of Pedestrian Areas	7-15-4288 (4)
Historical Restorations	7-15-4288 (4)
Off Street Parking for public use where there is a need for public parking	7-15-4288 (4)
Bridges & walkways	7-15-4288 (4)
Pollution Reduction	7-15-4288 (12)
Architect, Engineering, Surveys & Appraisals	7-15-4233(n)

Applications must be approved by CITY and a Development Agreement signed before any construction begins to qualify for maximum TIFD funds.

Allow a minimum of 60 days between submitting a complete application to the BIRD and receiving a decision from the CITY.

APPLICATION PROCESS AND TIMELINE

Anyone seeking TIF assistance from the BIRD must submit a written application for each TIF-assisted project. The following procedure has been developed to expedite the review of TIF funding requests.

1. Initial Contact. Contact: BIRD: EBURD Coordinator, 1413 4th Avenue North, Suite C, Billings, MT 59101, 406-272-4321, to discuss the project and determine preliminary eligibility for TIF assistance.

2. Prepare a Written Application. The APPLICANT must prepare a written application for each project assistance request using the most current form. Applications must be received by the BIRD staff in advance of any construction work on the project. Development Agreements must be approved and signed prior to commencement of construction (see #6 below.) Waiver of this requirement can be considered when public safety or other factors warrant. For all TIF requests, the APPLICANT must complete a "Developer's Statement of Qualification and Financial Responsibility" which includes submittal of personal financial statements.

3. Staff Review. Upon submittal of all necessary information, the BIRD staff will review the project and the need for funding. At any point in the review process the staff or BIRD Board may request more information of the APPLICANT or solicit comment on the project from other public agencies. Items included in personal financial statements become public documents and are subject to public review or presentation to or comment by other agencies.

4. TIFD Application Review Committee. The BIRD Board has appointed a review committee that will evaluate the application and staff recommendations. The review committee reserves the right to seek additional project review from supporting committees of the BIRD and from other public agencies. The review committee will issue preliminary approval/disapproval of the assistance request or any part thereof and will make a recommendation to the BIRD Board that will then submit to the CITY, if approved.

5. Billings City Council Review. Projects will be forwarded to the CITY for final approval to proceed to a Development Agreement that will clearly spell out the public investment required to be applied towards public infrastructure on private property and/or development improvements within the public right of way. CITY approval is required before the BIRD and the CITY enter a Development Agreement with the APPLICANT.

6. Development Agreement. The BIRD, the CITY and the APPLICANT must execute a mutual agreeable legally binding Development Agreement which establishes the terms and conditions of TIF assistance. Sample Development Agreements are available at the BIRD office for reference. The Development Agreement may include, but is not limited to, the following:

    - Complete architectural design specifications and site plan
    - Time frame for project development, construction, and completion
    - Specifications for release of funds related to public infrastructure
    - Cash flow and pro forma statements for a minimum of five years of the development
    - Terms and conditions of the various financings
    - Commitment letters and loan documents related to the various financings
    - Ownership of completed development
    - Events of default/remedies
    - Zoning approval
    - Tenant commitments
    - Non-liability of CITY officials and BIRD
    - Cause for termination

7. Timing. Following the above process for approval, the APPLICANT can expect a minimum of 60 days between submitting an application to the BIRD and receiving a decision from the CITY.

COMMITMENT OF FUNDS

Upon CITY approval of a project, the BIRD will commit funds to the project from the available TIFD funds and/or potential for Tax Increment Bond issuance. Committed funds will be encumbered for a period of 180 days, by which time construction must have commenced. Commencement of construction means the date on which the first building permit is issued. Projects that have not commenced construction within 180 days risk losing the committed funds. Funds will be released only if the project is developed and constructed as presented in the Development Agreement. Funds will be released as specified by the Development Agreement or following project's receipt of a Certificate of Occupancy from the City of Billings if not specified. When necessary, the BIRD will encumber funds for additional fiscal years to accommodate construction schedules.

CRITERIA FOR REVIEW - Materials contained in TIFD application are used to assess the merits of projects in relation to the goals and objectives of the EBURD Master Plan. The BIRD evaluates projects based on the following criteria. Please prepare written response and provide supporting documentation for each of the applicable criteria areas.

1. Relevance to the EBURD Master Plan – Documentation of the project's impact in relation to the goals and objectives of the EBURD Master Plan, particularly mixed-use development. Urban design elements will also be considered, including pedestrian emphasis, quality of design, and Billings' personality.

2. Economic Stimulus – The amount of economic activity to be generated by the project is assessed, as well as the leverage ratio of public to private investment. Applications should contain credible, measurable information substantiating APPLICANT claims of economic stimulus.

3. Tax Generation – The increase in taxable value due to new construction & rehabilitation is estimated by the County Assessor's office or State Department of Revenue to determine tax increment generation.

4. Employment Generation – Total employment generated by the project assessed in terms of new permanent and part-time jobs, and construction jobs.

5. Elimination of Blight – The project's direct and indirect impact on the physical and fiscal deterioration within the Tax Increment Financing District and the community.

6. Special or Unique Opportunities – The extent to which the project represents a unique opportunity, meets a special need, or addresses specific BIRD or community goals. The restoration of historic property or the provision of an unmet community need, are examples of special and unique opportunities.

7. Impact Assessment – The extent of both positive and negative environmental impacts, appropriateness of the project design, and impact on existing businesses or residents.

8. Financial Assistance – Other forms of financing available to the APPLICANT, i.e. lender participation and state and federal grant monies, are examined to assess the need for TIF assistance.

9. Project Feasibility – A determination of feasibility is made on the strength of the APPLICANT's demonstration of market demand for the project as contained primarily on the pro forma and financing commitments.

10. Developer Ability to Perform – An assessment of the APPLICANT's capability to undertake the relative complexities of the project based on past performance on similar or comparable projects.

11. Timely Completion – The feasibility of completing the project according to the APPLICANT's project schedule.

12. Payment of Taxes – All property taxes, special improvement district assessments, and other assessments on the project property must be paid to date.

Billings Industrial Revitalization District

BILLINGS INDUSTRIAL REVITALIZATION DISTRICT, INC.
EBURD APPLICATION

Project Name: Yellowstone Water and Ice Plant. Date Submitted: 5/10/2022

APPLICANT INFORMATION

1. Name: J&S Properties, Inc. – Scott Chesarak

2. Address: 7 N. 17th Street, Billings, MT. 59101

3. Telephone Number: 406-259-1528 Cell Number. 406-855-4248_

PROJECT INFORMATION

1. Building Address: 1523 Montana Ave., Billings, MT. 59101

2. Legal Description: Billings Original Townsite, S33, T01 N, R26 E, Block 121, Lot 1-12

3. Ownership: J&S Properties, Inc.

   Address: PO Box 31292, Billings, MT 59107

4. If property is not owned by the APPLICANT, list leasehold interests (Attach evidentiary materials.)

   Name: _____

   Address: _____

5. Existing/Proposed Business: Yellowstone Water and Ice

   Business Description: Ice and Water Manufacturing

6. Employment: Existing FTE Jobs 15

   New Permanent FTE Jobs created by project: 2. Construction FTE Jobs _____

7. Architectural Firm: Simonsen Architects

   Address: PO Box 2132, Billings, MT. 59103

Architect: Eric Simonsen

8. Description of Project: (Attach narrative explanation & plans.)

9. Rehabilitation/construction plans: (Attach schematics, site and landscaping plans.)

10. Project Schedule: (Attach time line or schedule through completion.)

PROJECT COSTS

Land and Site Improvements (Itemized)

1. __See Attached___ $_____
2. _____ $_____
3. _____ $_____
4. _____ $ _____

Subtotal $_____

Construction/Rehabilitation Costs (Use general construction trade divisions)

1. ___See Attached_____ $ __4,386,590_
2. _____ $ _____
3. _____ $ _____
4. _____ $ _____
5. _____ $ _____
6. _____ $ _____
7. _____ $ _____
8. _____ $ _____

Subtotal $ __4,386,590____

Fees

1. Architectural/Engineering	$ _82,624__
2. Permits _____	$ _$110,384_____
3. _____	$ _____
Subtotal	$ __193,008_____
Total Project Development Costs	**$ __4,579,598__**

PROJECT FINANCING

Please complete Sources of Funds detail and summarize below.

A. Applicant Equity

Cash Invested	$ __269,500__
Land & Buildings (if value is more that State of Montana valuation then a current appraisal must be submitted)	$ _____
Other _____	$ _____
_____	$ _____
A. Subtotal Applicant Equity	$ ___269,500_____

B. Lender Commitments (Attach Bank Loan Commitment letter, Letters of Credit or other documentation.)

Lender	Loan Amount	Interest	Term	Payment/Period
_____	$ _____	_____%	____yrs	$ _____/Month
_____	$ _____	_____%	____yrs	$ _____/Month
	B. Total Loan Amount			$_____

C. TIFD request for funds for eligible public improvements. MCA Statute (office use only)

_____ $ _____ _____

_____ $ _____ _____

_____ $ _____ _____

_____ $ _____ _____

_____ $ _____ _____

_____ $ _____ _____

_____ $ _____ _____

_____ $ _____ _____

_____ $ _____ _____

_____ $ _____ _____

_____ $ _____ _____

C. Subtotal TIFD Funds Requested $ _____

D. Other Source of Funding_____

_____ $_____

Sources of Funds Summary (Post totals from above.)

A. Applicant Equity	$ _269,500___
B. Lender Commitments	$ _5,000,000____
C. TIFD Funds Request	$ _968,214__
D. Other Funds	$ _1,800,000 State MBOI Loan__
Total Project Financing	**$ __8,037,714___**

APPLICANT STATEMENT OF QUALIFICATIONS AND FINANCIAL RESPONSIBILITY

APPLICANT

1. Name: _____J&S Properties, Inc._____

   Address: ___7 N. 17th St., Billings, MT 59101_____

2. If the APPLICANT is not an individual doing business under his/her own name, the APPLICANT has the status indicated below and is organized or operating under the laws of _____.

3. ___x___ corporation/LLC.

   _____ nonprofit or charitable institution

   _____ partnership known as _____

   _____ Other (explain): _____

   Date of organization: _____

4. Names, address, title of position (if any), and nature and extent of the interest of the officers and principal members, principal shareholders, investors, or partners of the APPLICANT.

Name and Address	Nature and Extent of Interest
Scott Chesarek PO Box 31888, Billings MT 59107	President, 50%
Jason Kummerfeldt 4816 Arapaho Tr, Billings, MT. 59106	Vice President, 50%

FINANCIAL CONDITION

1. Provide a current financial statement (consisting of a Balance Sheet and Profit & Loss Statement) & Current Tax Return for each private entity involved in the project. This application and all financial information become part of the public record when submitted to the BIRD and is available upon request under the State of Montana Public Information Rules.

2. Has the APPLICANT or any individual or entity affiliated with the development of this project been adjudged bankrupt, either voluntary or involuntary, within the past ten (10) years?
   No _____ Yes _____ If yes, give date, place, and under what name

   _____

3. Has the APPLICANT or any individual or entity affiliated with the development of this project been indicted for or convicted of any felony within the past ten years:
   No _____ Yes _____ if yes, give date, charge, place, court and action taken for each case.
   _____

   _____

CONSTRUCTION CONTRACTOR

1. Identify the construction contractor or builder who will undertake this project.

   Name: ___Jones Construction _____

   Address: ___123 Regal St., Billings, MT. 59101_____

2. Has named contractor or builder ever failed to qualify as a responsible bidder, refused to enter into a contract after an award has been made, or failed to complete a construction or development contract within the last ten years?
   No _x__ Yes _____ if yes, explain.

3. Attach copies of bids to application:

4. If Applicant intends to do any of the construction themselves then APPLICANT shall provide three (3) independent contractor bids which must accompany this application for the work to be provided.

CERTIFICATION

I (we), _____
(please print), certify that the statements and estimates within this Application as well as any and all documentation submitted as attachments to this Application or under separate cover are true and correct to the best of my (our) knowledge and belief. I/We certify that I/We will make no application for any other tax abatement that may be available for this real property or building.

Signature _____Signature _____

Title _____Title _____

Address _____ Address _____

_____ _____

Date _____ Date _____

BIRD

Billings Industrial Revitalization District

June 7, 2022

City of Billings Planning and Community Services
Attn: Wyeth Friday
PO Box 1178
Billings, MT 59103-1178

Request for TIF Fund Assistance – J&S Properties – Yellowstone Water and Ice Plant

Dear Wyeth,

The BIRD is submitting a request for TIF fund assistance on behalf of J&S Properties, Inc. for a project in the East Billings Urban Renewal District.

The project involves redevelopment of an empty city parcel in the EBURD into an ice production facility. The property needs demolition, city street and sidewalk improvements, and utility infrastructure in order to meet city code and allow for the construction of this state-of-the-art facility. The Yellowstone Water and Ice project will increase production for this existing company to become the largest regional producer and distributor of ice and water for a 500-mile radius. The block for redevelopment has minimal existing surface city infrastructure and currently sits as a blighted, undeveloped location that produces minimal taxable value to the district.

The total cost of abatement, demolition, utility infrastructure, landscaping and streetscape improvements for the project is $4,579,598. The Board of Directors of the BIRD have been aware of this project as it has developed. On Wednesday May, 18th, 2022, the BIRD Review Committee assessed the project and made a recommendation to the BIRD Board. On June 6th, 2022, the BIRD Board made a final unanimous decision to approve $622,195 for TIF eligible costs associated with this project to be paid to applicant in three equal distributions ($207,398) spanning three (3) fiscal years following approved project completion. The BIRD Board found that this project was in line with the EBURD Master Plan particularly in the areas of economic growth, industrial development, infrastructure improvements and increasing environmental land use in the district.

We are requesting a position for review by the Billings City Council during the work session on June 27th, 2022.

Thank you for your assistance.

Zack Terakedis
EBURD Director
406-272-4321
billingsbird@gmail.com

J&S Properties - Yellowstone Water and Ice Plant

Tax Increment Application Analysis-Summary

		Allowability		
		MT Code 7-15-4233	MT Code 7-15-4288	Recommended
Demolition and overex of undocumented soils	$191,668	-	$191,668.00	$134,167.60
Sidewalks, Curbs/Gutter & Pedestrian Areas	$74,385	-	$74,385.00	$52,069.50
Water, Wastewater & Storm Water	185,830.00	-	$185,830.00	$130,081.00
Electrical, Natural Gas, Utilities	188,807.00	-	$188,807.00	$75,522.80
Street Surface Improvements	36,672.00	-	$36,672.00	$25,670.40
Landscaping and Fencing	$103,312	-	$103,312.00	$72,318.40
Reclaimed Water Irrigation System	$39,988	-	$39,988.00	$27,991.60
LED Lighting and insulated HP Glass	64,928.00	$64,928.00	$0.00	$25,971.20
Architecture/Design/Permitting	196,008.00	196,008.00	$0.00	$78,403.20
	$1,081,598	$ 260,936.00	$820,662.00	$622,195.70

Total Project Cost	$	4,656,090.00
Maximum TIF Assistance (16.67%)	$	776,170.20
Requested TIF Assistance	$	622,195.70
Payback Period:		
Expected Increase in Taxable Value (80% of Project Cost)	$	3,724,872.00
Commercial Tax Rate (1.89%)	$	70,400.00
Annual Tax Increment (69 mills)	$	48,576.00
Payback Period (years)		12.81

BIRD

Billings Industrial Revitalization District

Auto Resource
Used car dealer
1st Ave N
N 15th St
Rattlesnake Forg
Big Shrimpy
Pet supply store
O'Reilly Auto Parts
Auto parts store
N 16th St
EZ Money
Check Cashing
N 15th St
Montana Ave
Auto Acres
Car dealer
N 16th St
Montana Ave
J&S Transportation
Montana Ave
Google
Ave
Imagery ©2022 Google, Imagery ©2022 CNES / Airbus, Maxar Technologies, Map data ©2022
United States
Terms
Privacy
Send feedback
100 ft

Ice Plant Site at 1523 Montana Avenue looking Northwest from Montana Avenue near North 15th Street.

Ice Plant Site at 1523 Montana Avenue looking North from Montana Avenue.

Ice Plant Site at 1523 Montana Avenue looking East from intersection of Montana Avenue and North 16th Street.

Ice Plant Site at 1523 Montana Avenue looking North from intersection of Montana Avenue and North 16th Street.

2015 EXPANSION OF THE BILLINGS, MONTANA EAST BILLINGS URBAN RENEWAL DISTRICT, WITH TAX INCREMENT, AND AMENDMENT TO THE URBAN RENEWAL PLAN

FOR CITY OF BILLINGS AND PLANNING REVIEW
February 2015

Prepared by

Billings Industrial Revitalization District, Inc. (BIRD)
1413 4th Ave. N., Ste. C – Billings, MT 59101
pattynordlund@billingsbird.com kelly@billingsbird.com

SECTION 1 – INTRODUCTION

On November 16, 2006, the City Council adopted Ordinance #06-5395 that (a) created the East Billings Urban Renewal District (EBURD) and (b) adopted an urban renewal plan for the district. For reasons discussed in this Amendment to the East Billings Urban Renewal District Plan ("Plan"), it has been determined that the EBURD should be expanded to include other contiguous blighted properties in need of redevelopment. Further, it has been determined that this area has been and is in need of expanded public parking, enhanced pedestrian connections and experiences, improved public safety, and infrastructure improvements to public and private properties that will alleviate flooding issues and lead to increased taxable values. The existing urban renewal plan may be modified by ordinance in accordance with the procedure described in M.C.A. § 7-15-4221. The Urban Renewal Plan of the EBURD approved by the City Council on November 16, 2006, is included by reference as part of this amended Plan and shall remain applicable except to the extent the original plan is explicitly or impliedly amended by this Plan. It is recognized as part of this Plan that the basic vision of the document known as EBURD Master Plan, adopted by the Billings City Council on September 14, 2009 (Resolution #09-18878) and by the Yellowstone County Commissioners on September 29, 2009 (Resolution #09-66), remains valid and should be considered a part. In addition, it is recognized that as part of this amended Plan, the basic vision of the document known as the Exposition Gateway Plan, approved by the Yellowstone County Commissioners on May 28, 2013, and adopted by the Billings City Council on June 24, 2013 (Resolution #13-19289) also remains valid and should be considered a part. The terms defined in "Part A.III – DEFINITIONS" of the EBURD Urban Renewal Plan shall have the same meanings in this Plan unless a contrary meaning is expressed. The expanded district proposed in this Plan is hereafter referred to as the 2015 Expanded EBURD.

SECTION 2 – BACKGROUND

The original East Billings Urban Renewal District, a tax increment finance district, was created on November 16, 2006, by a resolution which stated that it was desirable for the City to consider an urban renewal project within the District, and found that the area contains structures and property in states of substantial deterioration, properties that are obsolete or defective, posing unsanitary or unsafe conditions, are vacant and unused, and have inappropriate uses, and that the present condition of the area substantially impairs the sound functioning of the area and its environs. The Council found that the area is a blighted area within the meaning of MCA 7-15-4210, and stated that "rehabilitation, redevelopment, or a combination thereof is necessary in the interest of public health, safety and welfare of the residents." The

Council found that undertaking measures to eradicate or diminish the blight will help to foster a more dynamic, livable, and vibrant neighborhood.

Progress has occurred within the District, as evidenced by: 1) increase in taxable value: base year value of $1,800,794, increased to a 2014 value of $2,502,968 *(Montana Department of Revenue Form AB-72T, 8-4-2014*); 2) successful approval of both the EBURD Master Plan and the Exposition Gateway Plan; 3) successful implementation of the recommended Parking Overlay District; 4) accomplishment of the recommended two-way streets conversion; 5) completion of EPA Brownfields Program environmental assessments on 23 parcels; 6) successful adoption of the EBURD Zoning Code; 7) completion of a Hospitality Corridor Study; and 8) approval of a project to address flooding, storm water management, and infrastructure improvements in the eastern-most portion of the District. However, many of the undesirable conditions continue to exist, and several out-of-City properties adjacent to the District have now petitioned and been approved for annexation into the City (City Council meeting, 1-26-2015). Therefore, it would be in the best interest of the City to expand the District to encompass adjacent properties, construct needed public infrastructure improvements, increase growth of the tax base, increase the parking inventory, increase the inventory of residential property, stimulate mixed-use development, and further implement the visions of the EBURD Master Plan and the Exposition Gateway Plan, both of which are consistent with the adopted City-County Growth Policy.

Although there has been improvement in the valuation of property in much of the District, the area defined by this proposed expanded tax increment district still has pockets of neglect and blight. The 2015 Expanded EBURD creates an opportunity to continue redevelopment in the center of Billings with a mixture of public and private investment.

The 2015 expansion of the EBURD is essential to planned development along Exposition Drive/Main Street, across from the MetraPark facilities. Public infrastructure construction within this expanded District will spur private investment consistent with the EBURD Master Plan, and especially pertinent to the vision of the Exposition Gateway Plan. It is expected that the expanded District may help fund the following projects:

I. Business Programs and Projects

a. Business Retention and Recruitment
    i. Targeted assistance to existing and potential businesses
    ii. Development of “The EBURD Advantage” marketing materials

iii. Collaboration with and referral to Big Sky Economic Development and its business assistance programs

II. Parking and Transportation

a. Facilitate public transit and bicycle/pedestrian-friendly growth and development
b. Collaborate with City regarding parking management practices and programs consistent with the Parking Overlay District
c. Plan for future needs regarding parking lots and/or structures

III. Management, Implementation and Maintenance

a. Billings Industrial Revitalization District, Inc. or its successor, management agreement
    i. Project development
    ii. Public awareness
    iii. Advocacy and liaison between public and private sectors
b. Potential future development of Business Improvement District
    i. Development and promotion of a MetraPark-to-Downtown Corridor through the EBURD
    ii. Crime prevention and public safety:
    Cooperative Security and/or Business Watch Program

IV. Infrastructure Improvements

a. Public
    i. Public parking
    ii. Landscaping and park development
    iii. Street construction/improvements
    iv. Streetscapes and traffic calming plans
    v. Sidewalks, curbs and gutter improvements
    vi. Storm water management
    vii. Water and waste-water line construction/improvements
    viii. Relocation of public and private utility lines

In order to make it possible to move forward with the much-needed infrastructure improvement projects referenced above, the Yellowstone County Board of County Commissioners transferred any interest it had in the public right of way on several streets within the Exposition Gateway area to the City of Billings, with Resolution 15-23, passed on March 10, 2015.

b. Public infrastructure improvements will support investments in:
    i. Workforce housing development
    ii. Parking facilities
    iii. Lodging facilities
    iv. Conference facilities
    v. Entertainment venues
    vi. Retail and restaurant enterprises

V. Housing Improvements

a. Increase in workforce housing and live-work mixed-use projects

b. Revitalization and redevelopment of sub-standard residential housing stock

SECTION 3 – SUMMARY OF BLIGHT FINDINGS

The area in the proposed 2015 expansion of the EBURD contains blight, particularly those parcels directly west of the MetraPark facilities which host events that attract hundreds of thousands of visitors each year. Within the district there is structural deterioration, under-utilized structures and vacant lots, and a railroad spur line that is little used. A major issue that rises to the forefront in every planning discussion is that of inadequate storm water management. Without curb and gutter to direct its flow, water pools in low spots and floods buildings. Several of the commercial buildings in the district are deteriorated and/or vacant and need demolition or renovation. Sidewalks are cracked or non-existent; alleys are deteriorated, and, in general, much of the area is below accepted standards. In contrast to the above, there are certain properties within the district in good repair but included in the district to allow for a contiguous block of land within the district and because pockets of revitalization cannot be sustained if areas of neglect and blight surround them. Over time, without ongoing managed urban renewal, even these success stories could once again decline in taxable value.

SECTION 4 – DESCRIPTION OF BLIGHTED AREA

The 2015 expanded urban renewal area described for this amended Plan incorporates most of the Exposition Gateway area, including those properties annexed in January 2015. Major flooding problems occur with rainstorms, as the infrastructure is inadequate for storm water flow and drainage. The subject properties have been used as car sales lots, truck and truck parts sales, vacant lots partially used for equipment storage, as well as some active business enterprises. Many of these structures are unsuited to their current uses because of age obsolescence and physical deterioration.

Montana‘s Urban Renewal Law (Montana Code Annotated Title 7, Chapter 15, Parts 42 and 43) provides the authority to declare the existence of blighted areas and to target them for improvements. “Blighted area” is defined in Section 7-15-4206(2), M.C.A., as follows:

> *[A]n area that is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, and crime; substantially impairs or arrests the sound growth of the city or its environs; retards the provision of housing accommodations; or constitutes an economic or social liability or is detrimental or constitutes a menace to the public health, safety, welfare, and morals in its present condition and use, by reason of:*

(a) the substantial physical dilapidation; deterioration; defective construction, material, and arrangement; or age obsolescence of buildings or improvements, whether residential or nonresidential;
(b) inadequate provision for ventilation, light, proper sanitary facilities, or open spaces as determined by competent appraisers on the basis of an examination of the building standards of the municipality;
(c) inappropriate or mixed uses of land or buildings;
(d) high density of population and overcrowding;
(e) defective or inadequate street layout;
(f) faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
(g) excessive land coverage;
(h) unsanitary or unsafe conditions;
(i) deterioration of site;
(j) diversity of ownership;
(k) tax or special assessment delinquency exceeding the fair value of the land;
(l) defective or unusual conditions of title;
(m) improper subdivision or obsolete platting;
(n) the existence of conditions that endanger life or property by fire or other causes; or
(o) any combination of the factors listed in this subsection (2).

The land being added to the Plan area in 2015 includes 14 property tax codes, as listed in Exhibit A, with total assessed value of $4,871,639. As noted in the 2006 approved Urban Renewal Plan, there are specific "target areas" that should be immediately considered for redevelopment. The properties on Exposition Drive represent an immediate opportunity to capitalize on the traffic generated by MetraPark events.

The EBURD area is part of Census Tract 2, with a population of 3,751. Within the tract, 28.98 percent of residents live below the Federal Poverty Line, with an estimated 2014 median family income of $30,263. By comparison, in the greater Billings population of 109,059, only 13.1 percent live below the Federal Poverty Line. (*www.ffiec.gov/geocode/CensusDemo 07-01-2014 & http://quickfacts.census.gov.)*

There are 1,995 housing units in Tract 2, with 61.7 percent of the units (1,231) built prior to 1960 (55 years ago or more). Of those 1,231 older units, 546 were built in 1939 or earlier. Of the 446 owner-occupied housing units in the tract, 96 percent (428) are valued at less than $200,000. In fact, 85 of the 446 units (19.1 percent) are valued at less than $100,000. Indeed, there are a few occupied housing units (16) that lack complete plumbing and/or kitchen facilities. The tract holds 1,243 units where occupants are paying rent. The majority of renters (52.4 percent) pay between $500 and $749 per month. However, 29.2 percent (363 renters) pay between $200 and $499 per month. There are even a number of renters (23) living in units at less than $200 per month. Census Tract 2 has a somewhat transient population. Of the 1,689 households, 83.9 percent, or 1,418 householders, moved into the current unit in 2000 or more recently.

Only 16 percent, or 271 householders, have resided in the current unit since 1999 or prior years. (*U.S. Census Bureau, 2008-2012 American Community Survey 5-year Estimates, Table DP04 10-22-14.*)

Public transit, walking and bicycling facilities are important for the area, as 21.6 percent of households (365) do not have a vehicle available. Moreover, the tract houses 406 students in kindergarten through eighth-grade, along with 25 high school attendees and 248 college students. In commuting to work, although the majority of those age 16 and over drove or carpooled to work (72.6 percent), a significant number - 14.9 percent (285 people) - walked to work, and 11.1 percent (212 people) used public transportation or other means of getting to work. (*U.S. Census Bureau, 2008-2012 American Community Survey 5-year Estimates, Tables DP03 & S1401 10-22-14.*)

The EBURD census tract, along with the nearby Heights-Main Street area, is designated by the Billings Police Department as "Beat 3," or the "East" patrol beat. The East Beat has experienced, over the past three years, increasing numbers of calls for service. In the year 2011, the East Beat had 7,756 calls. Number of calls increased to 9,804 in 2012, and jumped to 10,507 (third highest beat of the nine in the City) for 2013. *(Billings Police Department 2013 Annual Report, www.ci.billings.mt.us.)* Unfortunately, there have recently been two murder incidents in the area as well. Parks personnel, during the October conference on addressing homeless/transient issues, mentioned that homeless individuals are congregating under the Rims in the EBURD, as well as in North Park.

Brownfields, defined as areas with actual or perceived environmental contamination issues, can contribute to unsafe and dangerous conditions, as well as discourage redevelopment efforts. Big Sky Economic Development, in a cooperative agreement with the U.S. Environmental Protection Agency, has secured funding for environmental assessments of properties in the EBURD. With its first round of funding, Big Sky Economic Development contracted with an environmental engineering firm to assess 23 parcels of land in the EBURD to determine "Phase I" conditions (looking at the historical uses of the property and assessing any observed potential contamination issues). In addition, nine parcels were examined with more in-depth "Phase II" assessments, where soil and water testing took place. While none of the completed Phase II assessments pointed to remediation requirements, there are still a number of sites that are advised for Phase II assessment, and many parcels that have not received any environmental assessment to date. Big Sky Economic Development has secured additional EPA Brownfields Program funding with which to accomplish additional environmental assessments in the EBURD beginning in spring 2015, at no cost to property owners who volunteer for the program.

SECTION 5 – DETERMINATION OF BLIGHT

The proposed EBURD Expansion area contains a number of underdeveloped properties and substandard facilities. The Council previously determined that the property included in the EBURD was "blighted" within the meaning of the Act in its adoption of Ordinance #06-5395 that (a) created the East Billings Urban Renewal District (EBURD) and (b) adopted an urban renewal plan for the district (November 16, 2006). Deficiencies in public and private properties located in the district lead to a determination of blight, as defined by state statute. As cited in the original Urban Renewal Plan, the area still meets several definitions of blight:

Deficient Structures in Area (*the substantial physical dilapidation; deterioration; defective construction, material, and arrangement; or age obsolescence of buildings or improvements, whether residential or nonresidential; deterioration of site)*

There are several buildings and residential structures that are over 50 years in age and do not qualify as being historically significant. Many are in poor repair and may contain potentially hazardous asbestos and lead paint.

While streets, curbs, gutters and sidewalks in some of the area are in satisfactory repair, there are areas without such improvements. Sewer and water utilities in the area are aging and/or inadequate. Flooding occurs within public right-of-way as well as on private property during heavy rain events. Several parking lots generally do not meet code requirements for paving, striping and landscaping. Many of them are cracked and crumbling. Demand for parking will continue and District managers will collaborate with the City to accommodate commercial growth in alignment with the adopted Parking Overlay District.

Deficient Land Use (*inappropriate or mixed uses of land or buildings; defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility, or usefulness)*

In general, the 2015 expansion area is under-utilized due to the significant amount of surface used as storage or left vacant. Most structures are single-story. There are vacant lots, storage lots, and auto sales lots directly across the street from Montana's largest indoor entertainment complex and trade-show facilities. The taxable value of this district must be stabilized and encouraged to grow.

Protecting Public Health & Safety (*unsanitary or unsafe conditions; the existence of conditions that endanger life or property by fire or other causes)*

The conditions of blight, crime, vagrancy and potential brownfields, as described above, reduce "social capital" and community connectedness. Flooding promotes mold growth and related health problems.

SECTION 6 – THE SITE AND ITS RELATIONSHIP TO THE CITY

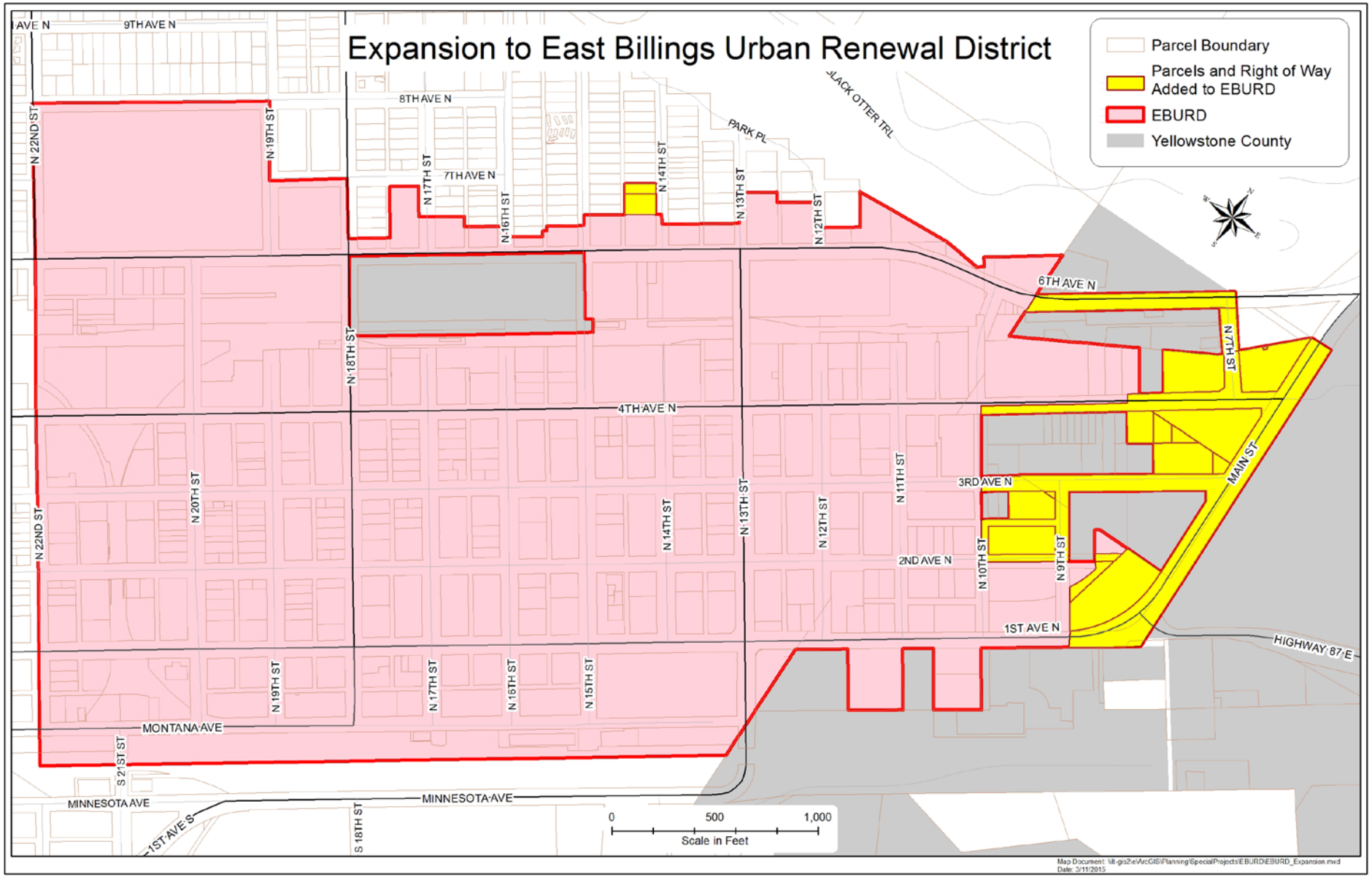
The Expanded EBURD occupies the center of the City of Billings, adjacent to the Downtown Central Business District and the medical corridor to the west; connecting to the Billings Heights area via Main Street to the northeast; welcoming visitors from Lockwood and beyond via 1st Avenue North to the southeast; and meeting up with the Rimrocks to the north.

SECTION 7 – LEGAL DESCRIPTION

The legal description of the proposed 2015 Expanded East Billings Urban Renewal District is as follows: Beginning at a point at the centerlines of the intersection of 1st Avenue North and North 10th Street and proceeding east to the centerline of Exposition Drive/Main Street, and proceeding north from the intersection of 1st Avenue North and Exposition Drive/Main Street to the intersection of 6th Avenue North and Exposition Drive/Main Street, and from the intersection of 6th Avenue North and Exposition Drive/Main Street, proceeding west to the intersection of 6th Avenue North and North 10th Street, and proceeding south from the intersection of 6th Avenue North and Exposition Drive/Main Street to the intersection of 1st Avenue North and North 10th Street, encompassing all parcels and tax codes therein.

Please see map on following page.

In addition, we propose to add property designated as Tax Code A12053 (North Park Subd., S33, T01N, R 26E, Block 2, Lot 11-12) and property designated as Tax Code A12052 (North Park Subd., S33, T01 N, R26E, Block 2, Lot 7-10).. These lots, are slated for expansion of the Billings Carpet Cleaning activities.


Expansion to East Billings Urban Renewal District
Parcel Boundary
Parcels and Right of Way Added to EBURD
EBURD
Yellowstone County
9TH AVE N
8TH AVE N
7TH AVE N
6TH AVE N
4TH AVE N
3RD AVE N
2ND AVE N
1ST AVE N
1ST AVE S
MONTANA AVE
MINNESOTA AVE
HIGHWAY 87 E
MAIN ST
PARK PL
JACK OTTER TRL
N 22ND ST
N 21ST ST
N 20TH ST
N 19TH ST
N 18TH ST
N 17TH ST
N 16TH ST
N 15TH ST
N 14TH ST
N 13TH ST
N 12TH ST
N 11TH ST
N 10TH ST
N 9TH ST
N 7TH ST
S 21ST ST
S 18TH ST
0
500
1,000
Scale in Feet

SECTION 8 – PROPERTY DEVELOPERS

New development and revitalization in the proposed 2015 expanded urban renewal district will be accomplished with private investment and public-private partnerships, through the implementation of the EBURD Master Plan and the Exposition Gateway Plan. As outlined in Section 2 above, improvements in infrastructure will spur investments in workforce housing development, parking facilities, lodging facilities, conference facilities, entertainment venues, as well as retail and restaurant enterprises.

SECTION 9 – PROJECT RELATIONSHIP TO THE EBURD MASTER PLAN & EXPOSITION GATEWAY PLAN

The proposed urban renewal area and expanded tax increment district is located generally in the center of the City and encompasses several "districts" as defined by the EBURD Master Plan and the EBURD Code. The EBURD Master Plan contemplated eventual annexation of County properties adjacent to the original urban renewal district, and this Amended Urban Renewal Plan seeks to accomplish that end.

One goal of the EBURD Plan was to develop a zoning code unique to the vision of the EBURD. The new code was established and adopted in October 2012, following several months of committee work and public meetings, with consultation from a professional firm known for, literally, writing the book on form-based code options. Form-based code considers the look of the facility and its surrounding landscape, rather than basing zoning purely on the use of the facility. The new code allows for increased flexibility in uses, which was desired by landowners and developers in the area.

Generally, the EBURD Master Plan stressed the area's ability to make a positive impact on the entire city. The Plan also recommended a private non-profit organization to assist the City of Billings with the management of the Tax Increment District through an annual work plan and contract. This expanded EBURD may be managed in a similar manner and could make use of the redevelopment and facilitation established through that management entity, the Billings Industrial Revitalization District, Inc.

The Plan names housing as an important priority, and recommends that the City continue to work with builders and developers to encourage downtown housing through various methods. Specifically, the plan encourages housing in the Rail Spur Village. However, live-work space is allowed in several EBURD districts, as outlined in the adopted EBURD Code. The formation of an expanded tax increment district will

increase funding for construction or rehabilitation of public infrastructure necessary to attract, retain, and improve housing in the area.

The guiding principles developed through the EBURD Master Plan were built upon the goals of the original Urban Renewal Plan, and continue to guide today's efforts: 1) Foster economic growth; 2) Foster distinct mixed-use, industrial, and hospitality centers; 3) Create affordable housing opportunities and choices; 4) Ensure existing industrial uses can continue to operate as desired; 5) Improve the natural beauty of the District by reintroducing trees and other features; 6) Extend pedestrian and bike trail connections to downtown, Heights, MetraPark and the Yellowstone River; 7) Integrate edges of the District with North Park neighborhood, medical corridor, and downtown; 8) Provide a variety of transportation choices and connections; 9) Complete sewer and storm water infrastructure; and 10) Understand and reduce environmental risks.

Guided by the above principles, several critical action plan steps have already been accomplished: successful approval of both the EBURD Master Plan and the Exposition Gateway Plan; successful implementation of the recommended Parking Overlay District; accomplishment of the recommended two-way streets conversion; completion of EPA Brownfields Program environmental assessments on 23 parcels, with more to take place beginning in 2015; successful adoption of the EBURD Zoning Code; completion of a transportation corridor study; and development of a plan to address flooding, storm water management, and infrastructure improvements in the eastern-most portion of the District. This amendment to the Plan and the urban renewal projects that it contemplates will continue to act upon the Plan's guiding principles.

SECTION 10 – CONFORMANCE TO THE GROWTH POLICY

One of the requirements of Montana's Urban Renewal Law (Title 7, Chapter 15, Parts 42 and 43) is that the urban renewal plan must conform to the community's growth policy. The Yellowstone County and City of Billings 2008 Growth Policy ("Growth Policy") aligns with EBURD redevelopment in a variety of ways. This amendment to the East Billings Urban Renewal Plan is consistent with the current Growth Policy. Specifically, the expanded EBURD revitalization efforts meet several Community Goals and Objectives outlined on pages 6-16 of the 2008 Growth Policy:

A. Revitalization in the EBURD meets the goal of contiguous development and of the City's Infill Policy. Revitalization also helps to address the issue stated in the Growth Policy that urban sprawl threatens the rural character of land surrounding Billings, increases the cost of providing public services and threatens the

vitality of the city core and downtown area.

B. Development in the EBURD, especially in the Rail Spur Village area, works toward the goal of affordable housing for all income levels dispersed throughout the City and County. Development of housing helps to address the Growth Policy issue which stated that there is a serious lack of affordable housing for low to moderate income households.

C. Adoption of the more-flexible EBURD Code and continued development efforts in the expanded area help achieve the goal of more housing and business choices within each neighborhood. Moreover, continued development in accordance with the new code assists in addressing the stated issue that there is a desire for more mixed-use neighborhoods.

D. Addition of the Exposition Gateway area to the existing TIF District helps achieve goals to encourage economic development in the neighborhood, encourage new businesses to locate in a prime gateway area, and sets the stage for enhancement of both the functionality and the visual appeal of the entrance to Billings from Lockwood (1st Avenue North & Exposition Drive/Main Street). As noted in the Growth Policy, entryways to our communities should be attractive and not present physical barriers discouraging economic development.

E. The EBURD is adjacent to downtown Billings, and revitalization of the area, as it continues to develop, will contribute toward the vitality and increased safety for visitors and shoppers. As stated in the Growth Policy, safety is an important element.

F. Expansion of the EBURD TIF District assists in meeting the goal of more visually appealing communities, improving the image of the area across the street from the MetraPark facilities and instilling pride in this area of town. Enhancing visual appeal helps to address the Growth Policy's stated issue that there are areas in the City and County that are unattractive and present a poor image of the community.

G. Improvements to the area as envisioned in the Exposition Gateway Plan can lead to a visually appealing design that incorporates the needs not only of vehicular traffic entering the area from Lockwood and from Main Street, but also improves pedestrian access between the MetraPark facilities and new development in the Expo Gateway. Improvements in the proposed expansion area will aid in addressing the Growth Policy's issue that the design of roads, streets, and pedestrian facilities can be more attractive and functional.

H. Expansion of the EBURD TIF District will contribute toward the goal of a well-maintained network of safe and interconnected sidewalks by addressing the critical need for sidewalks, curb and gutter in the Expo Gateway area. As noted in the Growth Policy, the sidewalk system in the City needs upgrading; many sidewalks are cracked and broken, several critical sections are missing, and important sidewalk routes are not adequately maintained.

I. Expansion of the District to include the Expo Gateway area assists the City toward its goal of sanitary and

safe properties, with an improved community image and an increase in property values. Advancing toward this goal helps to address the stated issue that there are dilapidated and unsafe properties in neighborhoods.

J. Expansion of the District allows access to TIF District funding for a long-neglected infrastructure upgrade, moving the City toward its goal of equitable collection and distribution of funding for public services and facilities. Moreover, the expansion assists the City in achieving its objective to ensure that facilities and services are maintained in existing neighborhoods as new neighborhoods are added. The Growth Policy notes that funding for community facilities and infrastructure is very limited; prudent use of TIF District funds assists in solving the limited funding issue.

K. Expansion of the TIF District to include the Expo Gateway area aligns with the City's goal of adaptive reuse of vacant structures, conserving resources, preserving landmarks, preserving neighborhood integrity, and taking advantage of economic development opportunities. Adaptive reuse helps to address the stated issue that there are vacant structures around Billings and in the County that could be reused.

L. Expansion of the EBURD TIF District, leading to development of live-work enterprises and additional workforce housing options, helps move toward the goal of adequate affordable housing and more options for housing, potentially in an area very near to work opportunities. Achievement of these goals assists in solving the stated Growth Policy issue that poor housing and lack of living wage jobs puts the health of residents at risk.

The Growth Policy lists Urban Renewal Districts as an implementation strategy to revitalize neighborhoods, and expansion of the EBURD aligns well with that revitalization strategy.

SECTION 11 – CERTAIN PLAN FEATURES AND FINANCIAL MATTERS

Section 7-15-4217, M.C.A., of the Act requires cities to make certain findings when they adopt an urban renewal plan and approve Urban Renewal Projects. These are addressed below:

1. The existing EBURD contains 133 housing units that are home to 305 people (*U.S. Census 2010, per Leslie Zolman, GISP, Montana Dept. of Commerce Census and Information Center, 5-7-2014)*. For the entire Census Tract, including the North Park neighborhood, there are 1,995 housing units, of which 1,689 are occupied and 306 are vacant (*U.S. Census Bureau, American Community Survey Table DP04, 10-22-14).* Planned projects would not displace any persons from housing. Accordingly, there is no need to have a workable and feasible plan for substitute housing until and unless such a project is developed in the future.

2. This amended East Billings Urban Renewal Plan conforms to the Growth Policy for the City as a whole, and also to the EBURD Master Plan and the Exposition Gateway Plan.

3. This Modified Plan affords maximum opportunity, consistent with the needs of the City as a whole, for the rehabilitation or redevelopment of the Expanded EBURD by private enterprise. It is unreasonable to expect that the district will be stabilized and/or redeveloped without substantial public support. Some properties within the area are dilapidated. As presently constituted, property in the district is not conducive to any sort of uniform or integrated development and, as presently existing, cannot compete with other areas of the City for substantial developments, particularly areas at the outskirts of the City. This amended Plan is intended to facilitate the identification and construction of significant Urban Renewal Projects, which would not be possible without this Plan.

4. A sound and adequate financial program exists for financing projects, which include the sale and issuance by the City of tax increment finance bonds. Subsequent approved development projects will require commitments of substantial private financing that will provide the primary means for funding construction of the improvements and revitalization efforts.

5. This 2015 Expanded EBURD may be modified at any time by the City Council as necessary to eliminate and prevent the development or spread of blighted areas, and encourage urban rehabilitation. The process for plan modification shall follow the procedures set forth in 7-15-4212 through 7-15-4219 MCA, with respect to initial adoption of this plan. For purposes of urban renewal district boundary changes only, the notice of public hearing, as described in 7-15-4215 MCA, may be mailed only to those owners whose properties are situated within the area of expansion of the Urban Renewal District boundaries. Notice will be mailed to those property owners whose properties are within the area of expansion.

SECTION 12 – TAX INCREMENT

Tax increment financing is necessary to encourage private reinvestment within the District, which will further encourage economic growth in the District and the City, create substantial employment opportunities, and increase the tax base of the City and other taxing jurisdictions. The 2015 Expanded EBURD is hereby established as a tax increment financing urban renewal area within the meaning of the

Act, and, in particular, Section 7-15-4282 through 7-15-4293 of the Act. This Section constitutes a tax increment provision within the meaning of the Act. In connection with the expansion:

1. For the purpose of calculating the incremental taxable value each year for the life of the district, the base taxable value shall be calculated as base taxable value of the original district as of [January 1, 2006] plus the base taxable value of all real and personal property added to the district by this amended plan and as shown in Exhibit A as of January 1, 2015.

2. The City is hereby authorized to segregate the tax increment derived in the district and use and deposit such increment into the tax increment fund of the district for use as authorized by the Act and as authorized herein from time to time, including, without limitation, pledging the tax increment to repayment of Bonds.

3. The tax increment received from the district may be used to pay directly costs of an approved Development Project as may from time to time be approved by the Council. The Council also hereby authorizes the use of tax increment in the district to pay debt service on bonds issued to finance a portion of the costs of these development projects, and costs associated with the sale and security of such bonds (including any necessary reserve funds) in compliance with the Act, subject to any limitations imposed by the Montana Constitution and federal law.

4. The tax increment provision of the district will terminate upon the latter of:
   a. The fifteenth (15^{th}) year following the original creation of the district; or
   b. The payment or provision for payment in full or discharge of all bonds, and the payment of interest thereon, for which the tax increment has been pledged.

After termination of the tax increment provision, all taxes shall continue to be levied upon the actual taxable value of the taxable property in the district, but shall be paid into funds of the taxing bodies levying taxes within the district.

SECTION 13 – CONCLUSIONS

The creation of this expanded East Billings Urban Renewal District will have a positive impact on central Billings, and is an essential first step in completing what may be a number of urban renewal projects.

Estimates calculated by ECO-Northwest in preparation of the Exposition Gateway Plan indicate that development in the Expo Gateway has a potential new value of nearly $65 million, with potential TIFD revenues of slightly more than $1 million *(Financial Analysis, ECO-Northwest, April 8, 2013)*. The figures are preliminary estimates; actual values and tax revenue will vary based on type, size and timing of development. Expansion of the district, in addition to further stabilizing the tax base, eliminating blight and providing renaissance to the EBURD, will also bring new employees and residents to the area.

ECO-Northwest states that the Expo Gateway District offers desirable locational attributes:

> The Gateway District has several important locational advantages relative to other areas in Billings that make it a prime area for development in the hospitality and retail sectors.
>
> - Proximity to downtown. It is centrally located near employment and commercial uses in the Central Business District, the medical campuses, and the University (directly to the west).
> - Proximity to MetraPark. The county-owned multi-function facility has an indoor arena, rodeo grounds, a horse track, open space and other facilities. MetraPark has a long history of successful operation (850,000 to 1 million visitors per year, with 30% coming from over 100 miles away, per Sandra Hawke, MetraPark, February 2009), and provides opportunities for complementary meeting space and catering facilities.
> - Proximity to the airport. It is closer to Billings Logan Airport (3 miles) than many areas in the Central Business District as well as areas in south and east Billings.
> - Proximity to amenities and commercial areas. It is in close proximity to commercial areas downtown and in Billings Heights, which is a commercial and residential hub to the north.
> - Proximity to regional highways. The District lies at the intersection of 212, I-90 and I-94.
>
> The key comparative advantage for the area is its central location *between* downtown and MetraPark (and between the West End and the Heights) on flat land with urban services. It is a good location for urban development. *(ECO-Northwest, Existing Market Conditions Assessment, May 22, 2013)*

As stated in the Exposition Gateway Plan and as stated herein, the Exposition Gateway area requires repair and improvement to streets, curbs, gutters and sidewalks and the water and sewer utilities are inadequate. The City hereby approves, as an urban renewal project for the District, the reconstruction of the streets from Main Street to North 11th Street and between 1st Avenue North to 4th Avenue North in accordance with the Exposition Gateway Concept Plan. The streets included in the construction limits are North 9th Street, North 10th Street, 2nd Avenue North, and 3rd Avenue North. Construction includes full street construction, sidewalk, bulb-outs at the corners, on-street parking, new sanitary sewer, new water mains, and storm drain upgrades. In order to make it possible to move forward with this much-needed infrastructure improvement project, the Yellowstone County Board of County Commissioners transferred any interest it had in the public right of way on streets within the Exposition Gateway area to the City of Billings, with Resolution 15-23, passed on March 10, 2015.

The Council through adoption of the modified East Billings Urban Renewal District hereby approves financing of the improvement project described above with proceeds of tax increment bonds payable from tax increment generated by the District. Such bonds will be issued in a principal amount such that the debt service thereon can be paid from tax increment generated by the District over a period of 25 years. The City hereby finds that there is a feasible and workable plan for financing the improvements.

Expansion of the East Billings Urban Renewal District to include the property described in this amended Plan will have a positive effect on the area and on the City. Improvements to infrastructure will surely be the catalyst in attracting the desired types of development, and will spur further achievement in reaching the goals of the overall EBURD Master Plan.

Please see Exhibit A on next page.

EXHIBIT A 2015 EBURD Expansion

TAXID	ASSESSED VALUE	TAXID	MARKET VALUE	TAXABLE VALUE	TAXID	LOT SIZE (Approx. Sq. Ft.)
1002286 Total	$1,720.00	**1002286 Total**	$912.00	$23.00	1002286	0
A09340 Total	$792,286.00	**A09340 Total**	$621,944.00	$15,362.00	A09340	44344.08
A09343 Total	$688,400.00	**A09343 Total**	$540,394.00	$13,347.00	A09343	29403
A09355 Total	$265,451.00	**A09355 Total**	$208,379.00	$5,147.00	A09355	42383.88
A09355B Total	$45,930.00	**A09355B Total**	$36,055.00	$891.00	A09355B	6403.32
A09373 Total	$498,600.00	**A09373 Total**	$391,401.00	$9,667.00	A09373	19035.72
A09374 Total	$71,910.00	**A09374 Total**	$56,449.00	$1,394.00	A09374	10628.64
A09375 Total	$43,862.00	**A09375 Total**	$34,432.00	$850.00	A09375	6054.84
D05887 Total	$358,428.00	**D05887 Total**	$281,366.00	$6,949.00	D05887	56628
D05888 Total	$444,941.00	**D05888 Total**	$349,279.00	$8,628.00	D05888	69260.4
D05893 Total	$593,800.00	**D05893 Total**	$466,133.00	$11,513.00	D05893	56628
D05897 Total	$14,973.00	**D05897 Total**	$11,754.00	$290.00	D05897	1306.8
D05898 Total	$917,363.00	**D05898 Total**	$720,129.00	$17,787.00	D05898	91911.6
I01092A Total	$19,200.00	**I01092A Total**	$15,072.00	$372.00	I01092A	0
Total	$4,756,864.00	**Total**	$3,733,699.00	$92,220.00		

A12052	$92,800.00	A12052	$49,184.00	$1,215.00	A12052	15000
A12053	$21,975.00	A12053	$11,647.00	$ 201.00	A12053	7500
Grand Total	$4,871,639.00		$3,794,530.00	$93,636.00		

Exhibit A figures provided by Yellowstone County GIS

RESOLUTION NO. 18-10750

A RESOLUTION OF THE CITY OF BILLINGS FORMING A POLICY FOR THE ADMINISTRATION OF URBAN RENEWAL AREAS OR DISTRICTS (URD) IN THE CITY.

WHEREAS, MCA, Title 7, Chapter 15, Part 42, Section 51 declares: General powers of municipalities in connection with urban renewal. Every municipality shall have all the power necessary or convenient:

(1) To carry out and effectuate the purposes and provisions of this part and part 43;

(2) To undertake and carry out urban renewal projects within the municipality, to make and execute contracts and other instruments necessary or convenient to the exercise of its powers under this part and part 43, and to disseminate blight clearance and urban renewal information;

(3) To organize, coordinate, and direct, within the municipality, the administration of the provisions of this part and part 43 as they apply to such municipality in order that the objective of remedying blighted areas and preventing the causes thereof within such municipality may be most effectively promoted and achieved and to establish such new office or offices of the municipality or to reorganize existing offices in order to carry out such purpose most effectively;

(4) To exercise all or any part or combination of powers granted in this part or part 43; and

WHEREAS, the City of Billings reviews and adopts Urban Renewal Plans for each of its Urban Renewal Districts, and those Plans specify goals for each Urban Renewal District; and

WHEREAS, the City of Billings may establish local policies that guide the establishment, operations, funding and governance of urban renewal districts; and

WHEREAS, development of TIF (Tax Increment Financing) Policies would be in the best interest of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA:

That the City Council now makes and adopts the following TIF Policy:

CITY OF BILLINGS TAX INCREMENT FINANCE POLICY

1. PERMITTED USES OF TIF FUNDS. TIF funds may be used for costs outlined in MCA, Title 7, Chapter 15, Part 42, Section 88. Urban Renewal Plans adopted by the City may limit what TIF funds may be spent on in any Urban Renewal District. Eligible costs may include, but are not limited to:
   a. Land acquisition and assemblage, demolition and removal of structures, relocation of occupants, analysis to determine needs of an urban renewal area, administrative cost for redevelopment activities.
   b. Public infrastructure, including, but not limited to: streets, storm drains, parking, public buildings, water and sewer lines, sidewalks, utility connections.
   c. Private infrastructure with public benefit, including, but not limited to, building façades, windows, doors, fire suppression or alarm systems, storm drainage, environmental remediation, parking, and ADA access.

2. FINANCIAL ASSISTANCE THROUGH TIF. All financial assistance must be approved by the City Council prior to any activity receiving funding. Financial assistance should be requested prior to beginning construction. All activity (design and construction) must be completed prior to issuance of TIF funds from the City Finance Department. Financial thresholds and assistance tools are as follows:
   a. A minimum of $\geq$ $5 of private investment for every $1 of public investment is the preferred threshold to be met for each TIF application. The City Council reserves the right to approve any application that does not meet this minimum. The City Council also may make exceptions for projects of less than $100,000, and for publicly owned projects, properties or facilities.
   b. Grants may be made for uses listed in Part 1 above benefitting any government owned-land or buildings and for profit and non-profit businesses.
   c. Bonding may be available at the discretion of the City Council.
   d. All TIF grants will be formalized by a development agreement that must be signed by the grantee before the City will reimburse eligible expenses.

3. URD MANAGEMENT. Each URD in the City of Billings will be managed as follows:
   a. Each URD should maintain a non-profit advisory board to make recommendations to the City Council regarding TIF expenditures. Unless specifically authorized by a Memorandum of Understanding (MOU) referenced in 3(b) below, a majority of board members must own or lease property within the district, or must represent such owner or lessee, and may include representation from residential or commercial property owners or lessees. Advisory Boards must carry insurance for their members and provide proof of insurance to the City.
   b. A MOU must be executed between the advisory board and the City Council that defines the board's roles, responsibilities, authority, and processes, including for hiring and maintaining board support staff. The MOU must

contain language addressing conflict of interest situations for board members whose property may directly benefit from a TIF expenditure and for board support staff. The MOU also must include language that if there is the appearance of a conflict of interest the issue will be reviewed by City legal staff before moving forward.

c. Training for all URD advisory boards will be conducted biannually in coordination with City staff and URD support staff. The training must include, but is not limited to: review of URD and TIF laws, Administrative Rules, ethics, conflicts of interest, meeting management, and maintenance of minutes and records.

d. URD financial reporting will be consistent across all URDs and be set by coordination between the City Finance Director and the Planning and Community Services Director, and URD support staff.

e. TIF application review and City Council staff report preparation will be conducted by the Planning and Community Services Department Director, in coordination with the Assistant City Administrator, Finance Director, and URD support staff.

PASSED by the City Council and APPROVED this 9th day of July, 2018.

CITY OF BILLINGS

BY: William A Cole
William A. Cole, Mayor

CITY OF BILLINGS SEAL YELLOWSTONE COUNTY, MONTANA

ATTEST

BY: Denise R. Bohlman
Denise R. Bohlman, City Clerk